

The Hongkong Telegraph

(ESTABLISHED 1876)

69258 四拜禮 號四十月十英港香 THURSDAY, OCTOBER 14, 1920.

日三初月九 SINGLE COPY: 10 CTS. 536 PER ANNUM.



THE PEKING RUMOUR.

SAID TO BE ABSOLUTELY UNTRUE.

Shanghai, October 14.
The rumour of a Monarchist coup in Peking is said to be absolutely untrue.
The capital and Tientsin are quite normal.

REUTER'S TELEGRAMS.

A POLISH D'ANNUNZIO.

WANTS NEW COUNCIL RECOGNISED.

London, October 12.
It appears that General Zeligowski, who has captured Vilna, is acting the part of a Polish D'Annunzio. Reuter's Warsaw correspondent states that he has sent a wireless message to the Government announcing the formation of an Administrative Council to exercise civil power in Central Lithuania and requesting the Government's recognition thereof.

POLISH PEOPLE APPROVE.

London, October 12.
General Zeligowski's coup de main has aroused popular enthusiasm in Poland, where the allocation of Vilna to Lithuania is declared to violate the principle of self-determination. The Polish Government, which was recently warned by Britain and France that an advance on Vilna would create serious political difficulties, is said to have expressed strong disapproval of the coup de main.

The hope is semi-officially expressed in London that the Polish Government will take steps to compel the withdrawal of Zeligowski's forces.

The Echo de Paris states that Britain and France have decided to leave the dispute to the League of Nations but is sending a joint Note to Poland, counselling moderation.

GOVERNMENT DISAVOWAL.

Paris, October 12.
M. Leon Bourgeois, President of the Council of the League of Nations, has telegraphed to the League's Military Mission in Lithuania asking for information with regard to the events at Vilna with a view to action to terminate Zeligowski's occupation of Central Lithuania. The Mission has replied that the Polish Government has disavowed Zeligowski and expressed its readiness to take measures to end the incident.

COMMERCIAL AVIATION.

THE DUTY OF THE COLONIES.

London, October 12.
A three days' Conference promoted by the Air Ministry has been opened at the Guildhall for the purpose of reviewing the progress of civil aviation.

Major General Sykes opened the discussions, declaring that the watchwords of aerial navigation must be safety and reliability. He opined that mails formed the basis of civil aviation, from which constructional transport aspects would develop. He considered that the onus of linking up the Empire did not rest on Britain alone. Each Dominion and Colony must form its own nucleus of air development and thus gradually build up a complete system. He regarded the key routes of the Imperial system as England to Egypt and Egypt to India and advocated the trial of a commercial day and night service on the former route.

Mr. Churchill, presiding at a luncheon, said the Government intended to help civil aviation by every means in their power, but in the main, civil aviation must fly by itself and the function of the Government was to facilitate and stimulate its action. He declared his conviction that the future of British aviation would be great and bright.

ANTI-BOLSHEVİK RISINGS.

REVOLT-REPORTED SPREADING.

London, October 12.
The Times Warsaw correspondent reports that anti-Bolshevik risings in Russia are multiplying. From an exceptionally trustworthy source he hears that the peasants in the Saratoff district have revolted in large numbers and that the Communist forces have so far failed to suppress them. Another peasant rising is reported from the Smolensk district, while Chinese troops are said to have stamped out a revolt at Kronstadt amid great bloodshed.

It is stated that Social Revolutionaries like Petrovsky, Spiridova, Martoff and Tchermoff have assembled in Nijni Novgorod and denounced the Soviet and demanded the summoning of the Constituent Assembly.

THE PRINCE'S EMPIRE TOUR.

HIS MAJESTY'S EXPRESSION OF THANKS.

London, October 12.
His Majesty the King has sent a message to the Governors General of Australia and New Zealand and the Governors of the British West Indian possessions thanking them for the universal affection and loyal enthusiasm shown to the Prince of Wales, adding "this and the previous tour have given him special opportunities to gain knowledge of our Overseas Dominions and Colonies and to become personally acquainted with their peoples. May such mutual intercourse create fresh ties of confidence and devotion between the Throne and the generations, present and future, of these great lands, and thus promote the unity, strength and prosperity of the Empire."

THE IRISH OUTRAGES.

USE OF MACHINE-GUNS AND BOMBS.

London, October 12.
The official report of the Kanturk ambush incident says the constabulary was outnumbered 150, used machine-guns, shot-guns and rifles, killed 4 men and wounded six.

REUTER'S TELEGRAMS.

THE THREATENED COAL STRIKE.

MINERS IGNORE MR. SMILLIE'S ADVICE.

London, October 13.
Although the full results of the miners' ballot will not be known till to-morrow, sufficient figures are to hand to show that the majority of miners throughout the country have disregarded Mr. Smillie's advice to give the mineowners' offer a trial and have plumped heavily against the datum lime proposals, the majorities ranging from 10 to 1 in parts of South Wales to 2 to 1 in Northumberland.

The next move lies with the Executive of the Miners' Federation which is meeting in London to-morrow, when the moderates will put up a big fight in favour of peace by renewed negotiations and will urge that the wages claim should be submitted to an impartial tribunal. It is believed that this suggestion will be carried through, which will mean that another ballot of the coal will probably be taken, and the strike is certain to be postponed, if not abandoned.

ADJUSTING THE REPARATION CLAIMS.

BODY OF INTERNATIONAL EXPERTS PROPOSED.

London, October 12.
Conversations were opened here yesterday between Mr. Lloyd George and the Belgian Premier, M. Delacroix. It is understood that the subject was German reparations, concerning which Britain and France are discussing the method of honouring the Spa decisions. It is stated that Britain proposes that the amount of the reparations should be determined by a body of experts specially appointed by the Governments concerned, including Germany, while France urges that the determining body should be chosen from the Reparations Commission.

According to a well-informed section of the French Press, M. Delacroix now suggests that both the Reparations Commission and the Ministers of Finance should meet at Brussels shortly to issue a joint report with regard to the indemnity.

BELGIUM'S GRATITUDE.

MONUMENT TO THE BRITISH NATION.

London, October 13.
In beautiful autumn weather, the memorial erected on the Thames Embankment to "the British Nation from the grateful people of Belgium" was unveiled by Princess Clementine of Belgium in the presence of a distinguished Anglo-Belgian concourse. Lord Curzon represented the British Government, while the notable Belgian delegation was headed by the Premier, M. Delacroix, who delivered a speech warmly eulogising British assistance to Belgian refugees. It is noteworthy that to-day is the fifth anniversary of the murder of Nurse Cavell.

LEAGUE OF NATIONS.

THE MANDATE QUESTION.

London, October 13.
The meeting of the Council of the League of Nations, to be held at Brussels on the 20th, has before it a most comprehensive agenda, including the constitution of a permanent Mandates Commission. It is expected that all States entrusted with mandates will be represented on the Commission, in addition to other States which will be included in order to place the mandatory Powers in a minority. A report will be prepared suggesting methods of appointment for submission to the General Assembly of the League.

GERMAN INDEPENDENT SOCIALISTS.

AN IMPORTANT CONFERENCE.

Berlin, October 12.
Over five hundred delegates attended the Independent Socialist Congress which opened at Halle to-day to decide acceptance or rejection of Moscow's conditions of adherence to the Third International. Herren Dittmann and Brass, representing the opponents and adherents respectively, have been elected Presidents. Herr Crispian, Chairman of the Party, declared that the main issue was whether the Party should retain its present character or be absorbed by the Communists. The decision has been temporarily deferred.

RUSSO-POLISH ARMISTICE.

PROLONGED PEACE NOT LIKELY.

Riga, October 12.
After three weeks of verbal sparring, the Armistice and Preliminary Peace between Russia and Poland were signed this evening in the medieval hall of "Blackheads." Public opinion here regards the agreement merely as a contrivance to avoid winter fighting and not as a permanent peace.

COST OF LIVING.

GOVERNMENT ACTION IN FRANCE.

Paris, October 12.
The Cabinet, under the presidency of President Millerand, has adopted several measures tending to bring about a general reduction in the cost of living, by regulating the sale and slaughtering of cattle, prosecuting speculators, fostering consumption of chilled meat and fish and the prohibition of exports of such products as butter and cheese. In every Province, a Consumers' Board is to be formed to institute measures especially suitable to the particular district. —Hove.

FRENCH PETROLEUM TAX REPEALED.

Paris, October 12.
The tax of two francs per hectolitre of refined petroleum has been repealed. —Hove.

REUTER'S TELEGRAMS.

BIG GERMAN STRIKE.

600,000 MUNICIPAL WORKERS "OUT."

Berlin, October 12.
A big strike movement in Saxony is seriously preoccupying the Government. It is estimated that 600,000 Municipal employees have ceased work, demanding higher wages. Leipzig, Dresden and Chemnitz are without gas, water, electricity or trams.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

JAVA VOLCANO IN ERUPTION.

SIX LIVES LOST.

Singapore, October 13.
The volcano at Merapi, Java, is in eruption. Six have been killed, 13 injured and six are missing.

CONSTITUTIONAL REFORM.

COMMISSION APPOINTED IN SINGAPORE.

Singapore, October 13.
The Legislative Council has appointed a Commission to consider Constitutional Reforms.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, October 13.
It is reported that Li Shun's suicide was partly on account of the Revolution in Peking and partly because of the doubtful attitude of his subordinates in regard to the situation. There are four principal clauses in his will—1st, a request to the Government to appoint an able officer as his successor; 2nd, the appointment of Tsai Li-yuen to act temporarily; 3rd, the division of his property into three equal parts for education, famine relief and the support of his family. Every concubine is to receive \$2,000 and is at liberty to marry again.

On the death of Li Shun, the Soochow people propose to take the opportunity to have the Tschun system abolished. Owing to Great Britain and the United States being the only two nations agreeing to the increase in the Customs Duty, for famine relief purposes, it is feared that the question will be dropped.

(Other Early and Special Telegrams on Page 2.)

A TALL STORY.

FAILURE TO CONVINCE MAGISTRATE.

Loiterers near the staircases of private houses, when arrested, usually put up a cock-and-bull story as to how they came to be there at late hours. One man who was arrested last night, hiding near the staircase of a house in Des Voeux Road, allowed his imagination to take flight, and with a patience that would have done credit to a stoic Mr. Dyer Ball heard him explain the incident. It appears that he was sleeping in the street, and he felt cold, so he thought he could get some sleep at the bottom of the staircase of the house. That story would have been credible but when he had to give some explanation as to how he came into possession of a dagger, the real fun began. It was given to him, he said, by his faki, who was employed with him on a boat. As a matter of fact, the faki, who used the dagger for cutting things, forgot to take it with him on board and hence defendant came into possession of it. He did not know when the boat was sailing. Nobody told him what time she would leave, and hence after he had slept in the street he realised that his boat had gone. Mr. Dyer Ball realised that this was a farago of lies, and sent defendant to gaol for two weeks and confiscated the dagger.

A.D.C. PRODUCTION.

BIG DEMAND FOR TICKETS.

The demand for advance tickets for the A.D.C.'s forthcoming Dunsany production in aid of the Famine Fund continues to be so great that those who are in possession of any unsold vouchers are earnestly requested to return them without delay to Mr. C. Blaker, who is in charge of their distribution and can dispose of them immediately.

Sellers of advance tickets are reminded to send in the proceeds of their sales in any case not later than Monday 18th inst. Advance booking opens at 10 o'clock on the morning of Wednesday 16th inst.

MOTOR CASES.

ELEVEN DRIVERS FINED.

Mr. G. H. Wilson, of Messrs. Robertson, Wilson and Co., was this morning prosecuted before Mr. Dyer Ball, at the Magistracy, with passing a stationary tram car in Queen's Road East. The Magistrate dismissed the case, holding that Mr. Wilson did not see the signal of the sergeant to stop.

Eleven motor car drivers were also up this morning before Mr. Dyer Ball for breaches of the traffic regulations. Fines ranging from \$10 to \$25 were imposed.

In one case, where injuries were caused to a pedestrian at Yaumatei, Mr. Dyer Ball made the driver pay the injured man compensation of \$15.

DAY BY DAY.

We are informed by the Hongkong and Shanghai Banking Corporation that they have received a wire from their London Office stating:—Government are issuing £15,000,000—Local Loans 3 per cent stock at £50.—per cent. not free of tax to foreign residents. List closes 18th. October.

Thirty-five pounds of metal can make a coolie rich, for with the sale of the stuff he can buy himself many things, including his winter outfit. One such man who stole this quantity from the Taikeo Docks will have to spend a month in gaol. He tried to conceal the alloy in a tin of kerosene, and was arrested by the Indian watchman on duty. The man was going with other coolies to repair a water main in Upper Stanley Terrace at Taikeo, and the Indian, who had previously seen the defendant secreting the alloy, watched for the fellow and took him up to Mr. Bell, who kept him in the office and let him go by misunderstanding. When the coolie was let his pay be was seized and given over to the Police.

ARMY ALLOWANCES.

AN IMPORTANT ORDER.

A recent Army Order dispenses the existing separation allowances with effect from the 4th October, 1920, but substitutes a "Married Allowance" for the former "Separation" and "Family" allowances.

There are certain men with reserved rights to Separation Allowance or dependants' allowance, viz those enlisted or re-enlisted under Army Orders 4, 124, 125, 155, 238 and 198 of 1919. Para. 56 of the Army Order states that these rights were given before the revised rates of pay under A.O. 325 of 1919 were promulgated, therefore, any of these soldiers who wish to continue the allowances to which they have reserved rights must cease to draw pay under A.O. 325/19 and revert to the rates laid down in Army Order 1 of 1918 with effect from 4-10-20. (In this connection it should be noted that bonus will not be admissible, having been cancelled from 1-8-20 by A.O. 194/20.)

As an alternative, they may continue to receive pay under A.O. 325/19, dependants' allowance will cease, and married men may draw their Marriage Allowance as they may be eligible for under the Army Order.

When a soldier, either at home or abroad, is not living with his family, a compulsory allotment at the following daily rates will be deducted from his pay and added in augmentation of the Marriage Allowance.

Rank.	Rate.
Under Sergeant	2/-
Sergeant and N.C.O.s of higher rank	3/-
Warrant Officers, Classes I and II	4/-

The Allowment will be the same whether the Marriage Allowance is drawn in respect of a wife, wife and children or motherless child or children.

For a family remaining at home, the Marriage Allowance and Allotment will be issued at the sterling rate and the best emoluments of the soldier after allowing for the allotment will be the basis on which exchange compensation is assessed at the station where he is serving.

The rates of Marriage Allowance are as follows for all ranks and for all stations at home and abroad, as from 4th October, 1920:—

	Per Week.
(a) For a wife	9/6
Wife and 1 child	19/-
" 2 children	26/6
" 3 children	32/-
For each additional child	3/-
(b) For children where no issue is made to the wife and for motherless children:	
1st child	9/6
2nd child	7/6
3rd child	5/6
Each additional child	3/-

A soldier who elects to claim his reserved rights with the lower rate of pay may subsequently elect to take A.O. 325 of 1919 rates. Election to take A.O. 325 of 1919 rates once made is final.

Where families are in occupation of Government quarters a reduction of 1/- per diem will be made for rent.

This Army Order does not apply to non-European soldiers nor to soldiers on the Indian Establishment.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.40 p.m. to-day:—

Cyclone or typhoon E. of Luzon, less than 300 miles distant, direction unknown.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand to-day was 42-1/2.

THE WEATHER.

24th October. — Partly cloudy. — 90. Humidity — 80.

NOTICES.

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(Opposite City Hall).

GENERAL NEWS.
MARRIAGE BOOM IN AUSTRIA.
The Vienna correspondent of the London Observer states that a large number of marriages are taking place every day and that at the Catholic and Protestant churches and the synagogues the wedding list from early morning until late evening. But he says there is a similar increase in the number of divorces, which have risen 75 per cent. compared with the years before the war.
NELSON'S FLAG SHIP.
Nelson's old three-decker the "Victory," after many years' service as port guardship at Portsmouth, is in a condition which is causing the naval authorities some anxiety. The strain to which the vessel is subjected at her present mooring in the stream is considered too severe for the ancient wooden hull, and it may be necessary to remove her to some more sheltered position in the dockyard or harbour, in the near future.

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GENERAL NEWS.

DUTCH TAX ON FOREIGN SHIPPING.
The Minister of Finance in Holland has decided to draw up a Bill, which will be introduced into Parliament shortly, whereby foreign shipping calling at Dutch ports will be subjected to taxes.

WHEN PORT IS NOT PORT.
For selling wine labelled "Fine Old Lisbon Port" a London wholesaler was fined £10 and costs, the prosecution emphasising the fact that no wine may now be called "port" which is not imported from the Douro district under license of the Portuguese authorities.

SUCCESS OF MUNICIPAL SAVINGS BANK.
The Pioneer Municipal Bank at Birmingham, established during the war to encourage savings largely among munition workers earning high wages, has been a big success, about a million pounds standing to the credit of depositors. Some 450 advances for house purchase, covering £120,000, have been made.

SEVEN DAYS ASLEEP.
Two cases of sleeping sickness are reported from Neath, one of which has proved fatal. Mrs. Mary Rook, aged 47, died recently after being asleep for over a week. She was first treated for neuralgia, but the sleeping sickness developed in a few days. In the second case the victim is recovering. The doctors are unable to explain the appearance of the sickness.

CIGARETTE TRAGEDY.
It was started at an inquest at Grimsby recently on Susannah Bingham, who died in hospital from extensive burns, that she had been in the habit of smoking special cigarettes for asthma. She told the nurses in hospital that she fell asleep on the couch with a lighted cigarette in her hand, and on awaking found her clothing on fire. A verdict of accidental death was returned.

ONE COTTAGE—15 PEOPLE.
Fifteen people are living in one of the Chertsey Rural Council's own cottages, according to the medical officer. He reported at the council meeting that a cottage at West-end, Chobham, contained the following: Three adults and four children—front bedroom. Four girls, two over 10—back bedroom. Man and two sons—third bedroom. Boy's kitchen. The council decided to reduce the number of occupants at once.

HARNESSING A RIVER.
Preliminary work is being carried out on the development of the Bridge River electrical power site, at Lilloet, British Columbia, the total expenditure on which will total £6,000,000. Plans for a tunnel a mile and a half long, under Mission Mountain, are being prepared. The fall will be 1,400 feet, and an estimated horse-power of 400,000 will be developed. With the exception of Niagara Falls and Victoria Falls, this will be the biggest power site in the world.

SCHOOL FOR WOMEN CITIZENS.
At the Summer School organized by the National Union of Societies for Equal Citizenship recently in session at Ruskin College, Oxford, the first of four courses of lectures on "The Economic Position of Women," "Local Government," "The League of Nations," and "Economics of Domestic Life" were given by Mrs. Stocks, B.Sc., Miss Eleanor Rathbone, B.Sc., J.P., Miss Helen Ward, D.L.A., and Mrs. McKillop, M.A. Nearly 100 students are attending the school, exclusive of Oxford residents, and they include women from all parts of Great Britain, as well as from Sweden, Japan, France, Australia, and America.

TREATMENT OF APPRENTICES.
In his presidential address at the annual conference of the Institution of British Foundrymen at Glasgow, Mr. Matthew Riddell made some pointed criticisms on the treatment of present-day youths and apprentices. Discussing the technical education side, he said he did not agree with the present-day idea of carrying boys to school in perambulators and taking them home in motor cars. The world was never made by people getting things easily. Nowadays there was more talk about striking than working. He deprecated the allowing of apprentices time off their work for educational purposes. Apprentices, he contended, should be willing to make some sacrifice in their leisure time towards the perfecting of themselves for their career in life.

EARLIER TELEGRAMS.

PREMIER TO MR. ASQUITH.

London, Oct. 11.
Mr. Lloyd George has now issued a very brief reply to Mr. Asquith's statement. The Premier declines to take notice of Mr. Asquith's statement, adding "There is my speech for all to read who care to. I merely say that I notice no mention by Mr. Asquith of the killing policy of murder."

SULTAN'S BIG DIAMOND.

New York, Oct. 11.
What is stated to be the largest diamond ever imported into the United States arrived aboard the Aquitania in the possession of Fred Whittram, manager of the Madrid branch of the Mercantile Bank of America, for disposal on account of Abdul Hamid, ex-Sultan of Morocco. The diamond, light straw in colour, is a perfect stone weighing 183 carats.

THE CHINESE CONSORTIUM.

Washington, Oct. 10.
At a meeting in Messrs Morgan's New York office in connection with the Chinese Consortium, Mr. W. Lamont will represent the United States; Sir Charles Addis, Britain; the resident member of the French High Commission, France; and two special representatives, Japan.

CUBAN FINANCIAL CRISIS.

Havana, Oct. 10.
There has been a run on several banks here. The International Bank of Cuba has suspended payments and the Havana Exchange has also suspended operations during the crisis, which is attributed to heavy loans on sugar when it was at highwater price.

SOCIALISTS TURNED DOWN.

Stockholm, Oct. 10.
The Swedish Liberal Party rejected the Socialists' proposal to enter a Coalition Government with them.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SUGAR PRICES TRIST.

Singapore, October 13.
The sugar speculators of Java are trying to form a trust to keep up prices. Their success is doubtful.

RUSSIA'S AMAZING REPLY.

DISCOURSE TO BRITAIN ON "DEMOCRACY."

Russia has decided not to insist upon the new peace condition put forward at the Minsk Conference, that an armed civic militia, drawn from the Polish working class, should be set up at the same time as the Polish regular army was demobilised.

In his Note in reply to the British Government's complaint of bad faith in formulating such a condition, M. Chicherin, the Bolshevik Foreign Commissary, indulges in irrelevant comparisons between the British conception of democracy and the Soviet system, apparently designed for propaganda purposes.

TEXT OF THE NOTE.

The text of the Russian Government's reply to Mr. Balfour's Note was sent to the Foreign Secretary last night by M. Kameneff.

The reply, which is dated August 25, is as follows:—

The unusual tone of the British and Italian Governments' communication, published in yesterday's London papers and sent to us by Kameneff, does not tend towards the establishment of those permanent good relations between the parties which are so necessary for the world's welfare and the restoration of general peace, which the British and Italian Governments themselves declare to be their fundamental aim.

We note especially that these Governments, which have so often accused the Russian Government of interfering in the internal affairs of other States, have, in this communication, issued a piece of propaganda directed against our institutions, which constitutes an act of interference—in Russian affairs sufficient to justify corresponding action by us.

The desire of the workers' and peasants' Government for peace is, however, so paramount that, in spite of the natural resentment that must be caused by the above communication,

The Soviet Government has decided not to insist upon this point, but fully to meet the wishes of the British and Italian Governments; and in spite of their unusual action, it still hopes to establish permanent relations of peace and goodwill with them as soon as possible.

"INCREASE IN POLAND'S FORCES"

Our astonishment was the more justified, being that the divergence of views in this case is one

only of interpretation of a peace term, about which understanding exists between us and the above Governments.

We find it really strange that a question of interpretation of a principle already agreed upon should give rise to a step of this character.

After the limitation of the Polish army to 50,000 men had been recognised by the British Government as a just term of peace, it is on our part a concession to Poland that we admit besides this number the formation of an armed civic militia, which is, in fact, a supplementary armed force.

We therefore find it astonishing that an increase in Poland's forces has aroused the British Government's indignation.

Seeing that the British Government declares peace through Eastern Europe to be its aim, we can point to the fact that the workers in Poland have for a long time been the one force steadfastly opposed to the Polish Government's policy, and have in repeated resolutions demanded peace with Russia.

If, nevertheless, the British Government so forcibly oppose strengthening this fundamental pillar of peace, it clearly shows with what distrust it regards workers.

If the Government, indeed, think that workers must be by nature animated with the doctrines of Bolshevism, such a point of view will undoubtedly be welcomed by those who look forward to the speeding of Bolshevism in Britain.

Although our interpretation of this point of our peace terms is thoroughly justified, we nevertheless are willing to remove this, the only point of divergence, in order to establish a full understanding between us and the above Governments as the terms of peace with Poland.

WILLING TO TREAT.

We first of all declare that we never considered our terms as an ultimatum, and are still, as we have been all the time, willing to discuss them with the Polish Government.

This discussion will take place between us and the Polish Government, with whom alone we are treating for peace. Any undertakings which we may give in this matter will therefore be given to Poland alone.

In view, nevertheless, of our earnest desire to attain the important result for the world's welfare and peace arising from peace with Great Britain, we are willing to inform the British Government that the Russian Government has resolved to make a concession on this point.

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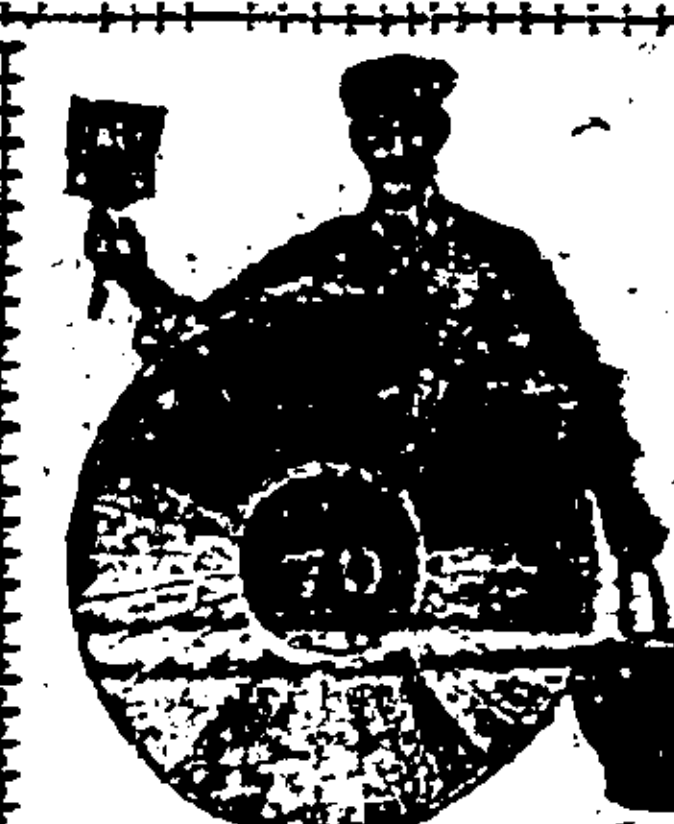
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It will not insist upon the clause referring to the arming in Poland of a workers' civil militia, thus securing full agreement with Great Britain as to all the terms of peace with Poland.

AN OLIGARCHY.

It is not the custom of the Russian Government to mix up practical business transactions with theoretical politics and with discussions of principles. But since the British Government has in connection with this question, published a purely political communication directed against the principles upon which our Government is constructed, we cannot avoid entering for a moment the same path.

As the British Government has launched against the Soviet regime the strange accusation of being an oligarchy, it is impossible for us not to point out that—

All the States which have a form of government different from ours are themselves obviously true oligarchies, since in their countries the fruits of a whole nation's production are seized by a privileged few, while in Soviet Russia the whole nation works for the whole nation's benefit.

Under the rule of those whom the British and Italian Note describes as a free Government the immense majority toil for the privileged few. This is the obviously real and true oligarchy.

SIR LEO MONEY'S FIGURES.

We need only recall Sir Leo Money's calculation of the distribution of British income in 1914: 1,250,000 rich people received £185,000,000; 3,750,000 received £245,000,000; 38,000,000 poor received £280,000,000.

As to real participation in political power, we ask which form of government gives more of such to the great masses of the nation—the Parliamentary form, under which the incoherent masses give their support, once in many years, to a firmly established political party, either directly representing the above oligarchy of strongly influenced by it, or by Soviet form

under which the workers in their work places form permanent local units, in whose hands rest the control of the whole Soviet fabric, built up by delegations of the local Soviets, and under which, moreover, the whole administration is in the hands of the local Soviets.

This structure in itself gives such power to the permanently organised working masses that to mention it is sufficient to refute about the fabled "tyranny" and "oligarchy" spread by the dispossessed or frightened privileged classes, and repeated in the British Government's communication.

BY THE POPULAR WILL.

Any oligarchy is, as a matter of fact, an impossibility under Soviet rule. Any Government under the Soviet system is only able to exist by the will of the working masses.

"Being a truly popular Government, the Soviet Government is by nature peaceful and averse to conquest, and its true peacefulness being of another kind than that of the Governments of privileged oligarchies, which desire peace only after having spoiled their vanquished adversaries of their riches."

A peace that has for its main object the retention of such spoils can never be a solid one, whereas the peace of the Workers' and Peasants' Government, being based upon the rejection of the exploitation of others, and upon the true solidarity of the great working masses of all nations, is the only genuine and really permanent peace.

"Animated by this spirit, the Soviet Government, as it has declared above, does not insist upon the interpretation of the peace terms with Poland which has given rise to the present divergence with Great Britain and Italy."

It renounces its demand for the creation of the Western militia in Poland, and thus it secures the full agreement with the above two Governments, which existed before the present divergence.

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GERMAN COURT ROMANCE.

CROWN PRINCESS'S
AMERICAN LOVER.

An extraordinary story of a German Court romance is told by Princess Catherine Radziwill in her new book, "The Disillusions of a Crown Princess" (John Lane). It is suggested that there is a mysterious American who for years has been devoted to the ex-Crown Princess of Germany.

According to the story, the American first met the Crown Princess at a dance at Cannes, and told her that she would make a mistake if she married the Crown Prince, who was utterly unworthy of her. Her next meeting with him was at Cairo.

The Crown Princess, who by that time had realised that her unknown friend's warning was justified, had taken her unhappy thoughts into the desert, and was looking into the inscrutable face of the Sphinx when she was surprised to hear the voice of the American greeting her.

A LETTER FROM PARIS.

He tried to comfort her when she revealed something of her unhappiness, and, again assuring her of his readiness to serve her in any way in his power, he kissed her hand and disappeared.

It was not very long before the Crown Princess had evidence that her mysterious friend was watching her movements.

She had almost determined, so unhappy was her life with the Crown Prince, to leave him and go back to her mother, but just when her powers of endurance were at an end, she received by post one day a typewritten letter. The postmark was Paris—the letter was short and unsigned. It ran:

"In your own interest I urge you to return to Berlin. You would commit an irreparable mistake if you delayed doing so. In remembrance of the Sphinx, I entreat you to follow my advice."

The Crown Princess took the advice of the anonymous writer, and went back to Berlin with the letter concealed in a little silk bag hung round her neck.

"LITTLE WILLIE'S" WRATH.

Things for the moment were patched up between her and the Crown Prince, until the latter one day discovered her looking at the letter. He tore it from her, accused her of being unfaithful, and, in his rage, thrashed her with a riding whip until she was rescued by her servants.

During the war there came another mysterious message from Switzerland, this also was unsigned. It told the Crown Princess, in the fewest possible words, that two women, the Countess Bellefleur and Made-moiselle Thullier, who had been condemned to death with Nurse Cavell, had not yet been executed, and ended with the appeal:

"Won't you, in remembrance of the Sphinx, make an effort to save their lives?"

The Princess at the behest of her anonymous correspondent personally pleaded with the Kaiser for the lives of these two women.

IN HER LOVER'S ARMS.

Then came the revolution. The Princess, practically cast off by her husband, was brooding one day over her future, when she was told that a strange man, apparently a foreigner, asked to be received.

Thinking that it was the bearer of another insulting message from the Crown Prince, the Princess ordered that he be shown in. Her caller was the American whom she had parted from in the shadow of the Sphinx many years ago.

In his arms she sobbed out her sorrows, and he did not leave her until she had promised to become

RAILWAYS AND THE PUBLIC.

DEMAND FOR ROYAL
COMMISSION.

Discussing railways and their obligation to the public at the British Association meeting Mr. J. H. Garstang, hon. secretary of the National Association of Railway Travellers, contended that transit and transport must no longer be regarded as commercial commodities governed by commercial conventions and traditions.

Whoever was entrusted with their maintenance must administer them as trustees for the community, and be answerable to the community for their conduct. The further increase of a farthing a mile on passenger fares might or might not have been necessary. The essential point was that the recommendations on which they were based proceeded from a tribunal which was unrepresentative and overloaded with railway influence. Nothing less than a Royal Commission, composed of trusted and experienced men, representing every section of the community, charged with a searching investigation into the present condition of the railways, was necessary. The pernicious effect and the extent of the cancer of railway patronage and largesse were but dimly, if at all, appreciated by the uninitiated. The urgency of pressing the Government for the appointment of a commission could not be over-estimated. Less than twelve months remained for the determining of the permanent rates, and it would be nearly Christmas before the personal of the commission could be settled and work started. In the meantime the danger of leaving the issues to the ineffective Rates Advisory Committee or the ineffective proposed Departmental Committee was a very serious one. Influences would be at work to block the proposed commission by pushing on the work of the one and speeding up the appointment of the other.

WAGES ON MERCHANT SHIPS.

INCREASES WANTED
AT HOME.

A crisis has arisen in the British merchant shipping service affecting all ranks and ratings, who complain (the *Central News* is informed) that consideration of their claims for increased pay has been persistently delayed by the shipowners. There is at present a minimum wage scale of £20 per month on the basis of which all seafarers are paid.

Claims for an increase have now been presented through their respective organisations by all the officers, from captains downwards, and by the engineers, stokers, and seamen.

The engineers are asking for an immediate increase of 50 per cent. on current monthly rates, and declare that they will not wait until September for the hearing of their claim. Officers are demanding an increase of 40 per cent. in their pay, and the seamen and firemen have put forward a graded scale giving increases of between 30 and 40 per cent. Shipowners are reported to be agitated at the demands.

His wife as soon as she could obtain a divorce from the Crown Prince.

Who is this American? The Princess Radziwill keeps the secret even on the last page. "It is still too early," she says, "to tell the name under which this daughter of the Emperor's will be known in the near future."

BEER FRONTIER.

PUBLIC-HOUSES OUT OF
ROUNDS TO POLICE.

Members of the West Sussex Constabulary have no fault to find with the late Sir W. S. Gilbert's statement, that a "policeman's lot is not a happy one."

At police headquarters at Horsham, the chief constable has issued instructions that no man whether on or off duty is to enter licensed premises in the division in which he did duty. "There is no restriction," it was stated, "against an officer off duty crossing into a neighbouring division for refreshment, and he may of course have intoxicants in his own home."

The deputy chief constable whimsically added that there was considerable competition among the men for duty in the villages on the borders of the divisions. The attention of the Home Secretary was drawn to the matter, and he stated that he did not propose to interfere with the discretion of the local authorities who had made the regulation.

A rubicund and rotund officer said that he did not think much of the "neighbouring village concession."

"Just think of it," he said. "I live within a few yards of a comfortable little public-house, but I dare not go in there, and have to walk miles to get a drink. Think what it costs me—no, there are no tram-walkers or omnibuses; I don't mean that, I mean what it costs me to quench my thirst. I am thirsty when I start and more thirsty when I get there. Then on top of it all I have to walk back and get thirsty again. Why, once I was so thirsty that I had to walk all the way back again for another drink."

DEATH OF A FAMOUS ETCHER.

THE LATE ANDERS ZORN.

The death of Anders Zorn removes one of the outstanding contributors to contemporary art. Although successful as painter in oils and water-colours, it is by his etchings that he will be chiefly remembered. Glasgow collectors were among the first in the United Kingdom to be admirers of Zorn etchings, and the first exhibition of his work was held in Glasgow in 1909. The most important collections of his work are still held in and around Glasgow and their value has increased enormously within recent years.

Zorn was born at Mora, in Sweden, and first studied at the Academy of Fine Arts, Stockholm. During a tour of Spain, Italy, and England, he was chiefly occupied with painting in water colours, but it was while in England between 1883 and 1888 that he learned the etcher's art from his fellow-countryman, Mr. Erel Haig.

His portraiture work and peasant studies in oil gained him early recognition, and his first exhibited oil painting was a group of Cornwall fisher folk, which now hangs in the Luxembourg. He received commissions from the Swedish Royal Family, and many celebrated people in England and America, for portrait painting, and from 1883 to 1891 he was a fairly regular exhibitor at the Royal Academy in London.

Zorn proved himself versatile as a sculptor, and probably his best known work is the statue of Gustavus Vasa, which stands in his native town in the Province of Dalarna. By the perfection of his technique he was able to give a wonderful feeling of "modelling" to his face and figure studies.

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ROYAL HONGKONG YACHT CLUB.

THE ANNUAL REPORT.

The Royal Hongkong Yacht Club, which holds its annual meeting this evening, issues the following report for the 1919-20 season:

REPORT OF GENERAL COMMITTEE.

The bar profit for the year is \$407.29, an increase of \$149.49 over the previous year. Subscriptions from Rowing and Sailing Members are up \$326.00, while subscriptions from Bathing Members are increased by \$300. Entrance fees for sailing events totalled \$450.00, against which, of course, the sum of \$473.00 has been expended on Championship prizes.

Subscriptions amounting to \$782 were collected to meet the cost of Regatta, and only just failed to do so by \$194.20.

Interest on Bank Fixed Deposit and Current Account is \$70.06.

The total amount of income is \$1,597.35, an increase of \$1,843.31.

Expenditure in connection with all sections of the Club has in consequence increased, added to which there has been additional expenditure on repairs to the seawall amounting to \$242.75, while the boats and oars have been depreciated \$250, making a total expenditure of \$5,237.24.

The net profit on the year's working \$310.11, which is carried to Reserve Account must, therefore, be considered very satisfactory.

The Club's assets as shown by the balance sheet have been increased by \$2,509.82, principally accounted for by the electric installation, 5 new boats and sundry gymnasium gear donated by our worthy and generous Commodore, Mr. Frank Smyth.

The usual number of debentures have been redeemed and the amount now due to debenture holders including unclaimed dividends is \$15,885.40.

Entrance fees have been unusually large, the sum derived from this source \$876.00 which, together with the cost of additional assets defrayed by Commodore Smyth \$1,529.05, and the net profit for the year \$310.11, brings the Reserve Account up to \$4,220.13. There is now on Fixed Deposit the sum of \$1,000.00 and at Current Account \$1,281.36.

REPORT OF BATHING COMMITTEE.

The General Committee decided to again open the Club to approved bathing members and a very successful season ensued.

The usual bathing and dressing facilities were provided, and the arrangements, especially the electric fans, were much appreciated by the 84 persons who joined.

A pleasing feature of the season has been the number of children who, with their parents, have made use of the beach.

It is satisfactory to note that the sand beach is improving every year as a result of the attention paid to it.

REPORT OF ROWING COMMITTEE.

The Hongkong men, who were accompanied by the Hon. Mr. A. E. Lowe, were entertained to dinner after the Regatta, which was a most cheerful function, and a very enjoyable week-end was spent at Canton.

It is to be hoped that at the next Regatta the Royals will retain the Challenge Cup they won at Canton.

Boys entered wholeheartedly into the sport, and a very successful Regatta was held at the Club House on Saturday, the 25th February. This was the first Regatta held since 1914, and it was gratifying to have so many entries.

The Canton Rowing Club entered 3 crews and were successful in winning 3 of the principal events, i.e., the Interport Fours (Chater Cup), the Double Sculls, and the Single Sculls. The only important event won by the Royals was the Pair Oar Race, which was won easily by Messrs. V. G. Smyth and J. S. McCann. A handsome challenge cup was presented for this race by Messrs. A. Murdoch and H. W. B. Kennett.

Four crews entered for the Scratch Fours, of which two were composed of naval officers and midshipmen. This proved to be a very exciting race, all crews finishing within half length of each other. The winning crew was composed of 2 Canton and 2 Hongkong men. Hongkong Stock Exchange present a very handsome challenge cup and medals for this race.

The Navy entered 12 ships crews for the All Comers Race, which was keenly contested and was won by H. M. S. Hawkins. This race created a great deal of excitement amongst the naval people and many launches and pinnaces followed the race.

By kind permission of H. E. the Admiral C. in C. and Officers of the Fleet, the Band of H. M. S. Hawkins played selections on the Club lawn during the afternoon. The thanks of the Commodore, Committee and members are due to the Officers of H. M. S. China Squadron for their wholehearted support in helping to make the Regatta a very great success.

A Club dinner, under the Chairmanship of Commodore F. Smyth, was held at the Hongkong Hotel after the Regatta, in honour of our visitors from Canton, and as a farewell to the Hon. Mr. Claud Severn, L. L. D., C. M. G., who was then about to leave for home. This was largely attended by the rowing and yachting members of the Club, and a very enjoyable evening was spent. A musical programme followed the dinner to which Dr. Severn, Messrs. Eager, Beavan, Rosser, Logan and McCann contributed.

The Canton Rowing Club held their first post-war Regatta on the 17th April, and the Royals sent 3 Senior Crews, and 2 Junior Crews to compete at Canton. The Juniors were unfortunate in not winning any of their events, but the 3 Senior Crews won all theirs, i.e., the Interport Fours for the Cameron Cup, Senior Pairs for the Herb Cup, and Double Sculls for the Matty Hoppy Cup, and thereby turned the tables on Canton for their success at our Regatta in February.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOURABAYA, BATAVIA, SINGAPORE & SAIGON.

THE Steamship "CADARETTA"

having arrived on October 13th from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Messrs. Frank Waterhouse & Co. Yau-mat-shelter, and at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined by Messrs. Carnichael & Clarke on Oct. 18th, at 2.30 p.m.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Oct. 20th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,

Operators U. S. Shipping Board.

Hongkong, 13th October, 1920.

HOLLAND-OOST AZIE LIJN.

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NOTICE TO CONSIGNEES.

From AMSTERDAM, ROTTERDAM, HAMBURG & GENOA.

The Steamship "KANGEAN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st October, 1920 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on 20th October, 1920 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th October, 1920.

An effort will be made to hold a Regatta during the winter and the Navy and Army have intimated their willingness to enter Officers Crews.

We have now a considerable number of young experienced oarsmen in the Club, and the Royals should be able to hold their own at the V. R. C. the Canton and Shanghai Regattas, which will be held during the coming season.

REPORT OF SAILING COMMITTEE.

The season has been one of the finest on record. Entries for the Championship series and cup events were large, and competition was keen.

The opening cruise which took place on 25th October and the closing cruise on 10th April, which, besides ladies' yacht races, embraced rowing events and Chinese dragon boat races, and were most enjoyable.

With the closing down of the Corinthian Yacht Club, the coming season should see a large addition to the number of yachts on the register, and future should be better than ever.

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THE SUBSCRIPTIONS WILL BE RECEIVED BY THE BANQUE INDUSTRIELLE DE CHINE FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

For full details and particulars apply to the BANQUE INDUSTRIELLE DE CHINE, STOCK, DEPARTMENT.

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HONGKONG VOLUNTEER DEFENCE CORPS.

No. 6. Administrative Orders by Lieut-Col. L. G. Bird, D.S.O. Administrative Commandant.

Thursday, 14th October, 1920.

1. Parades. -- The Infantry Battalion less Reserve Platoon and Machine Gunners will parade at Headquarters on Monday 1st November, at 5.30 p.m.

Dress. Drill order.

Attendance. Strong as possible.

Mounted Section will parade with Light Infantry Platoon.

2. A Class of Instruction for Signallers and Lewis Gunners will be held at Headquarters on Tuesday, 19th instant, at 5.30 p.m.

Dress. -- Plain Clothes, but Signallers parade with Rifle and Side Arms.

3. Camp. -- Camp for INFANTRY BATTALION will be held for this season on the last week end in November and 1st and 2nd week end in December.

Minimum attendance for members THREE DAYS.

4. The following extract from ARMY COUNCIL INSTRUCTION No. 553 of 1920 is published for information:--

Territorial Force Instruction No. XXX.

Definition of Trained men.

The following men will be regarded as trained men:--

(a) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920.

(b) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(c) Men who have served for not less than six months during the war of 1914-1919, and re-enlist (on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces) into an arm or branch of the Territorial Force other than that in which they served during the war, as soon as their C.O. certifies that they are efficient in all respects.

G. F. E. RAPSON.

Adjutant, H. V. D. Corps.

LESSONS IN CHINESE.

MR. LI SHI PAN, a Chinese graduate, vetted in literature, has been a teacher to European Officials and merchants in this colony for over twenty years.

He has a good method of training Europeans to read the Chinese language, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Cantonese.

Those who intend learning the Chinese language are requested to write to Mr. Li, Queen's Road, Central, and apply.

A. D. C.

"GOLDEN DOOM."

"GLITTERING GATE."

"LOST SILK HAT."

"COMPROMISE OF THE KING."

THURSDAY, October 28th.

SATURDAY, October 30th.

at 9.30 p.m.

in aid of

THE FAMINE FUND

Under the Patronage of --

H. E. Sir REGINALD EDWARD STUBBS.

H. E. Major General F. VENTRIS, C.B.

H. E. Commodore W. BOWDEN SMITH, C.B.E.

Hon. Mr. LAU CHU PAI.

Hon. Mr. HO FOOK.

ADVANCE BOOKING October 20th.

GENERAL BOOKING October 22nd.

at MOUTRIE'S.

WISEMAN LTD.

TEA DANCES

on Tuesday October 19th

and Thursday October 21st

DINNER DANCE

on Saturday October 23rd.

Tickets for Tea Dance \$1.00

Tickets for Dinner Dance \$1.50

The above charges do not include meals and refreshments.

Manager D. M. GOODALL.

HONGKONG LAWN BOWLS LEAGUE.

Closing Contest & Presentation of Prizes.

Winners (Kowloon B.C.C.)

V. Rest

at Kowloon on Saturday 16th inst. at 3.30 p.m.

All bowlers invited.

J. N. R. ALLAN,

Hon. Secretary.

NEW ADVERTISEMENTS.

REPULSE BAY HOTEL.

SATURDAY 16th OCTOBER 1920

CABARET DINNER DANCE.

Mdme BELIKOVITCH of the Warsaw Opera House.

will appear in Classic Dances assisted by

MR. PAUL GREY.

Famous Russian Baritone.

SUNDAY 17th OCTOBER.

Semi-sacred afternoon Concert by

MR. PAUL GREY.

Public Auction.

The Undersigned have received instructions to sell by Public Auction on

Saturday the 16th. October 1920, commencing at 11.30 a.m.

at their Sales Rooms, Duddell Street

A Consignment of Fur Stoles and Muffs

Russian White and Brown fox, Russian squirrel, Stone Marten, Black and Brown Lynx etc. etc.

On view from Thursday the 14th inst.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

FOR SALE.

Very Valuable Chinese Porcelain and Curios

Comprising:--

2 Very fine Celadon Vases, Sung.

2 Very fine 3-coloured Jars, Sung.

1 Pair Very fine Porcelain Vases Sung.

1 Pair Very fine Wood Carvings, Ming.

2 Very fine Stone Statues, Har.

1 Very fine Blue & white vase, Ming.

1 Very fine 2-coloured

NOTICES

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 "ATREUS" 15th Nov. London, Rotterdam & Antwerp
 "ELPENOR" 23rd Nov. London, Amsterdam & Hamburg
 "AGAPENOR" 1st Dec. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "PELEUS" 25th October Genoa, Liverpool & Glasgow
 "IDOMENEUS" 1st Nov. Marseilles, Havre & Liverpool
 "TELAMON" 23rd Nov. Liverpool
 "ANTIOCHUS" 15th Nov. Genoa, M'les, L'pool & Glasgow

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 "TEUCER" 20th October Victoria, Seattle and Vancouver
 "IXION" 15th Nov.
 "TALTHYBIUS" 7th Dec.

NEW YORK SERVICE

(via Suez or Panama) 24th November.
 "TYDEUS" via Panama

HOMeward PASSENGER SERVICE

"STENTOR" 13th October for London direct
 "TEIRESIAS" 21st October for London direct
 "IDOMENEUS" 1st November for Liverpool via Marseilles
 "PYRRHUS" 21st December for London direct

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AGENTS.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
 CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "DARDANUS"

From NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Heli's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 12th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 1st November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th October, 1920.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

s.s. "WEST JENA"

From SEATTLE

s.s. "LORETTA"

From BALTIMORE

The Steamship "WEST JENA"

having arrived from Seattle via ports on the 7th October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo per s.s. "Lorett" from Baltimore are hereby notified that their cargo was transhipped at Kobe to the "West Jena".

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th October, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 14th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.

1st floor, Powell's Building,
12, Des Voeux Road Central.

Hongkong, 7th October, 1920.

W. S. BAILEY & CO., LTD.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by

DODWELL & CO. LTD.
Agents.

Hongkong, 11th October, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. E.

"WEST HEPBURN"

having arrived from San Francisco and ports on October 10th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, October 14th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Thursday October 14th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godown. All goods remaining after October 17th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents.

Hongkong, 12th October, 1920.

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BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

DEFENCE OF THE SUEZ CANAL.

HOW THE NEW PALESTINE CAN ASSIST.

The provisional agreement between the Milner Commission and Zaghul Pasha involves a strategical as well as a political revolution, remarks a correspondent in the *Manchester Guardian*. The political revolution explains itself; the strategical is not so obvious. We want to Egypt because of the Suez Canal. For countless ages before the Suez Canal was dug, traffic between Europe and Asia passed in large measure across the neck into which Palestine and Egypt narrows. There were two routes, —one up the Gulf of Akaba and through Palestine (the route which helped Solomon and the Crusaders to their wealth); the other across the Isthmus of Suez and through Egypt. Of these the Suez route was the more important, because the shorter, easier, and more secure. So long as it was a land route it did not specially interest England, the greatest sea Power. We did our traffic with Asia and kept our communications with India and Australasia via the Cape. Once the Canal was dug it became of the first importance to us. It created a short sea-road. If we controlled that short sea-road, then our commerce and communications were by so much the easier and more secure. If some Power other than ourselves controlled the Canal, then our commerce and our communications were exposed. It was the knowledge of this which, rightly or wrongly, took us to Egypt and has kept us there. Egypt was the base from which we could defend the Canal. It had little other meaning for us. Our economic interests in the country were and are less than those of other countries.

Now we have abandoned Egypt as the base for the defence of the Canal. That is one part of the meaning of the Milner Agreement with Zaghul. The Army of Occupation is to be removed from Egypt, and a small garrison is to be distributed along the Canal. It needs no argument that 2,000 or 3,000 men scattered about the Canal zone, a waste of very uninviting sand, do not constitute a strategic bulwark of the waterway. Apart from the fact that to defend the Canal on

the Canal itself is to put the Canal out of action, the small force on the Canal can only be an advance post. It must look somewhere else for its reserves in time of anxiety; it must have near at hand a station in which the troops can recuperate from the trying desert climate; it must have a secure market for supplies. Egypt under the new political conditions can no longer serve these purposes. What is to take her place? Obviously Palestine. Palestine is to take Egypt's place for the future as the bulwark of the Suez Canal. The Imperial Colossus is to transfer the weight from one leg to the other.

The headquarters of the Suez zone garrison are to be at Kantara. At Kantara the broad-gauge railway built during the war starts on its way across the desert to Palestine. At present you can travel in a train of luxur by that line all the way, without changing carriages, to Haifa—Haifa, which is destined to be the chief port on the Levantine coast. When the Jerusalem-Jaffa line is widened you will be able to travel from Kantara to Jerusalem and Jaffa with out a change. The Principal military centre in Palestine is near Ramleh, a mile or two from Ludd, where the Kantara-Haifa and Jerusalem-Jaffa lines intersect. The Palestinian communications, therefore, behind Kantara and the Suez Canal are all in being. They are not very long and they are very reasonably secure. The desert railway traverses an uninhabited country and therefore is safe from attack. Let it be added that there are economic potentialities of a high order in part of the country tapped by the Kantara-Haifa railway, and of a somewhat special kind.

Already the salubrious character of Palestine has set up the practice of stationing in Palestine part of the reserve of the Army of Egypt. When the policy is fully executed of making Palestine, not Egypt, the bulwark of the Suez Canal, this tendency will be accentuated, and a large part of the Palestine garrison will have to be reckoned not to Palestine but to Imperial needs. This distinction is important at a time when the taxpayer regards jealously every penny which is spent, and especially on military expenditure. But a wise statesmanship will look a little farther for its economies. The Palestine which is the secur-

est and the cheapest defence of and reserve for the Suez Canal is a Palestine which, like the self-governing Dominions, shall be filled by a devoted, laborious, zealous population, loyal to the mandatory Power, passionately attached to its own land, and equal to the control of its own affairs. Such a Palestine can only be a Jewish Palestine.

The necessary concomitant of our new Imperial strategy is to facilitate the most rapid development of the new Jewish Palestine. Only the Jewish nation can develop the resources of the country to their utmost and give all the other guarantees essential. But if the Jewish Palestine is to be a part of the part allotted to it in the new strategy, it must be a Palestine the potential strength of which is equal to the task. That means that the boundaries must be the right boundaries. They must include the corn and cattle lands of Transjordan, the first, historically, of Jewish settlements and some of the healthiest and best lands in the Near East, and they must include the water resources which are the key to the future. Water means irrigation and electric power. Irrigation means agriculture where now is sterility; electric power means industry where now is idleness. Since the deposition of the Emir Faisal by the French, all Transjordan is in anarchy and the eastern frontier is in the melting-pot. It can hardly be doubted that here the British Government will see to it that Palestine has justice. The water sources are in the north, —the Litany River, the Jordan, Lake Tiberias, the Yarmuk River. Here the French are putting forward claims which must have the effect and can hardly but have the aim of cutting Palestine off from all its chief water supplies. That is to deny any industrial future at all to Palestine and the best of her agricultural future. The French Imperialists invoke the Sykes-Picot agreement in reply to every consideration of justice and even prudence. Upon this point there cannot be any yielding. However the frontiers of Palestine are drafted on the north and north-east, they must leave Palestine the mistress of her own waters. Upon that we must insist. The needs of our Imperial strategy demand it not less than our duty to that Jewish Palestine for which we have accepted the mandate.

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BIRTHS.

HALL.—At 110 The Peak, on October 13th, to Mr. and Mrs. F.C. Hall, a son.

CASTRO.—At No. 3 Seymour Terrace, Hongkong, on 14th October, 1920, to Mr. and Mrs. H.A. Castro, a son. (Macao, Shanghai and Lisbon papers please copy).

ACKNOWLEDGMENT.

Mr. Simon M. Payne and family beg to tender thanks to the following for their expressions of sympathy on the death of the late Edward F. Payne:—The British and Portuguese staff of the Hongkong and Shanghai Banking Corporation, the Hongkong and Shanghai Banking Corporation, Mr. and Mrs. A.V. Barros and family, and also to all those others not known who sent expressions of sympathy.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 14, 1920.

UNSETTLED CHINA.

Whether or not there be any truth in the rumour we published yesterday from Saungu sources that Chang Tso-lin has entered Peking and has proclaimed, or is planning to proclaim, the resurrection of monarchical rule, one thing is certain—namely, that conditions in China are at the moment in about as unsettled a state as they have been for many a long day. This, in spite of the recent overthrow of the Anfu Party in the North and the attempted ousting of Kwangsi officials in Canton. Indeed, a Chinese observer of the current affairs tells us that, in his opinion, so far from the country reaching the end of its troubles, we are now really at the beginning of them. In Chinese circles, the simile of a string of fireworks is being used to illustrate what is happening. The fuse of the fire-cracker, they say, was lit at the first Revolution, since when the string has been spluttering away much as fireworks do; now the fuse is gradually reaching the headpiece, and shortly we may expect the full force of the final explosion to be heard. Whether the parallel is a true one, we should not like to say, but nevertheless that is the picturesque manner in which the Chinese are viewing present-day tendencies.

In order to appreciate the full significance of the latest rumours, it is wise to recall that Chang Tso-lin, who is Tschun of Fungting, and Tso Kwan, Tschun of Chin, aided by General Wu Pui-fu, were prominent figures in the recent rising coup which brought about the downfall of the Anfu or Militarist Party. Their campaign caused General Hsu, the Chief of the General Staff, to give up office and seek refuge in the Japanese Legation, whilst at the same time it smashed the Anfu Party and brought about the flight from Peking of its leaders, some of whom were later arrested. It was then thought that, with the complete routing of the Militarists, peace and reconstruction would have a chance in the North, but now comes the surprising rumour that Chang Tso-lin has once again thrown himself into the foreground by championing the Monarchist cause, whilst his former companion, Tso Kwan, has fled South. That would appear to suggest that these two so-called progressive liberators have severed relationships, and that the beliefs that have long been held as to Chang being a Monarchist at heart have not been without foundation. That he is a strong man, with ample military support behind him, is generally admitted, and some have even gone so far as to say that in his intrigues on behalf of Monarchism he has been backed up by the Japanese and by the Mongolian Princes. Be that as it may, it is quite clear that he is still a factor to be reckoned with in the troubled conditions prevailing in the North.

If we come South, we see that here also the situation is by no means composed. We are, indeed, informed that even Canton is divided against itself, Houam bearing allegiance to the new Cantonese Tschun, Admiral Tang, whilst Canton City regards Mok Wing-sun (the Kwangsi man) as the authorised Military Governor. Mok, it appears, has not yet handed over the seal of office to Tang, nor has he shown any disposition to leave Canton with his Kwangsi troops. He still demands two million dollars as the price of his effacement. Meantime, the commercial community is said to have cast a new Military Governor's seal, which it has presented to Tang, so that there are at present two Tschuns in Canton, each with a seal of office! Even if Mok should eventually leave with his troops, it is feared that there will be further disturbances—first, as to who shall hold the substantive posts of Tschun and Civil Governor, then regarding the appointment of Defence Commissioners and then as to magisterial appointments, as the Defence Commissioners are likely to insist on choosing the magistrates for the districts within their jurisdiction. So wherever we look it is the old, old story of disturbance upon disturbance, intrigue upon intrigue, with no seeming end to the process. These are exceedingly dark days for China. We wonder when, if ever, the clouds are going to lift.

NOTES & COMMENTS.

OUR REPLY.

Readers of our paper, and they are many, will have doubtless noticed that we seldom make reply to the very frequent gibes which our evening contemporary thinks it clever to deliver against us. The truth is that, generally, we have more serious business to attend to than to concern ourselves with those who think it funny to call us "children" and who use with amusing frequency the epithets "kindergarten" and "juvenile." If it gives the chief writer of the *China Mail* any satisfaction to indulge in such puffing stuff we wouldn't rob him of it for the world. Youth is better than senility, anyhow. So, over this question of the sale of Bank Buildings (which our contemporary rightly points out was a news "scoop" for us) there has been such utter nonsense written that we feel obliged to expose some of it. The facts are just these:—In June last, our correspondent "Ajax" indicated in his weekly notes that a sale of Bank Buildings was imminent. He had gleaned certain facts and had heard of certain negotiations that he made use of in a perfectly legitimate way. The *China Mail* writer then came out with a screed of supposedly humorous and certainly vindictive comment in which he said that "Ajax" was "a half-educated, probably quite young man, lacking in balance, altogether reckless as to facts, and incapable of analysing applications of facts." That was pretty good going, but the *raison d'être* of all this was that Mr. Bellios, who is executor of the property in question, had informed him that there was not a word of truth in the report. Why our contemporary could not have contented itself with publishing a simple disclaimer, instead of padding out its "Adversaria" column by three long paragraphs full of cheap taunts, is perhaps best known to itself. The writer of "Adversaria" himself said of the report "there isn't and won't be a word of truth in it." Hongkong now knows that there was truth in it and that what "Ajax" wrote as being a probability has developed into an actuality.

A Catholic religious procession, similar to that which took place in Kowloon last week, will commence from Kaine Road on Sunday at 4.30 in afternoon. Motor cars will not be allowed to use the road along Kaine Road from Glenalee to Lower Castle Road between 4.30 and 5 o'clock. People going out to Repulse Bay in motor cars will do well to travel via Queen's Road to No. 7 Police Station and then up to the main road.

A MERE QUIBBLE.

In last evening's *China Mail* there was an article somewhat taking us to task for having mentioned in our report of the property deal that our contemporary had denied "Ajax's" report. Why shouldn't we mention it? The *China Mail* writer did deny it, and deny it very emphatically. It's merely a quibble to say that he only published Mr. Bellios' communicated denial and we invite the clever writer of the denial to look up his own statement on the matter. Our correspondent "Ajax" made mention of a London syndicate, and this is now cited by the *Mail* as one of the false statements he made. Was it? We have it from Mr. Watson, the local head of the A.P.C., that his Head Office in London was being closely consulted in the matter and that negotiations have been going on for some months. At the time our correspondent gave us his report, full details were not known, but the main facts he gave have been proved to be facts. It is sheer side-stepping for the *China Mail* now to suggest that the deal has been put through during Mr. Bellios' absence from the Colony without his consent. The negotiations were in progress before Mr. Bellios left the Colony and he must have known of them.

OUR CIRCULATION.

Our contemporary complains that we haven't played "cricket" in this matter. We should like to know where its sense of cricket is. Is it alone to have the privilege of telling other people they are wrong? We can scarcely believe that Mr. Bellios ever told the *China Mail* that he preferred to make a disclaimer in that paper because of its "larger circulation." If he did, his local knowledge is decidedly out-of-date. Let us take this opportunity of telling Mr. Bellios and the Hongkong public generally that *The Telegraph* has had for years, and still has, a much larger circulation than the *China Mail*, and that to-day our actual sales figures are higher than they have ever been in the history of the paper. We can, and are prepared to, prove this publicly, if need be. Perhaps this will put a stop to the very frequent boasting published by our contemporary regarding its "wonderful" circulation. When our contemporary

DAY BY DAY.

STRIVE PUTS INTO A MAN THAT WHICH NOTHING ELSE CAN, THAT IS, INDEPENDENCY.—J. M. Black.

Two non-fatal cases of diphtheria (one British and one Chinese) were notified yesterday.

Motorists will be pleased to learn that the road round the island is being re-opened for traffic on Saturday next.

While a Chinese was walking down a pavement near the seaside near Aberdeen he slipped and fell into the harbour and was drowned.

There was another motor-cycle accident yesterday on the road to Repulse Bay when a Chinese woman, 40 years of age, was knocked down by motor cycle No. 130. She was removed to the Tung Wah hospital.

Gunner Pearson, who was charged on remand with unlawfully converting to his use a gold finger ring which was entrusted to him by a Chinese woman and with failing to pay the hire of a motor boat, was this morning sentenced by Mr. Dyer Ball to one month's imprisonment on the first count, and fined \$10 on the other count. Mr. Dyer Ball said imprisonment would do the defendant good.

A young Chinese woman, charged with committing suicide, was brought before Mr. Dyer Ball this morning. The Magistrate told the husband of the girl that had it not been for the prompt rescue by Mr. Charles Young his wife would have been drowned. He therefore owed a debt of gratitude to the rescuer. The husband thanked Mr. Young in Court. Mr. Dyer Ball bound the girl over in a bond of \$50 for six months to be of good behaviour.

A Catholic religious procession, similar to that which took place in Kowloon last week, will commence from Kaine Road on Sunday at 4.30 in afternoon. Motor cars will not be allowed to use the road along Kaine Road from Glenalee to Lower Castle Road between 4.30 and 5 o'clock. People going out to Repulse Bay in motor cars will do well to travel via Queen's Road to No. 7 Police Station and then up to the main road.

A Chinese who was charged this morning, before Mr. Dyer Ball at the Magistrate, with stealing three packets of cigarettes from a stall on Des Vaux Road, blandly told the Magistrate that he stole these because he had nothing to eat. "Oh, nothing to smoke, you mean," corrected Mr. Ball. The defendant explained:—"No, I am sick. I cannot smoke. I used to be a bricklayer, but now I have no work. I wanted to steal the cigarettes to get 10 cents to buy something for myself to eat." The Magistrate told Mr. Dyer Ball's heart, and he sent the fellow to gaol for two weeks.

The father of a Chinese lad who is out of employment was led to believe that conductors were required by the Tramway Company. One Chinese who went with another to the father represented that he could get his son into the Hongkong Tramway Company, but on condition that a deposit of \$50 was made by the father. This was done, and the father, son, and the two other fellows went together to Queen's Building, where the father and son were asked to wait outside, while the other two went upstairs to the Hongkong Tramway office to fix up the job for the young man. As these two took a considerable time in coming back, the father went to see what had happened, and found one of the men trying to make good his escape. He arrested him, but the man who received the \$50 was nowhere to be found.

speaks of innuendos "childish, silly and mean" we cannot but regard it as a case of pill-considered, invective, engendered by its disappointment at being beaten in the open news market of the Colony, an experience which frequently befalls it. Both its original denial of "Ajax's" story and its latest effusion, both attributed to one circumstance, it was "scooped" and it didn't like it.

ROSEMARY AND RUE.

(BY "TONY.")

MOVIE MOVEMENTS.

There is one ray of sunshine in the cinema sky of Hongkong, and it is shed direct from the enterprising Little House of the big picture. The Colony has been faced with the virtual extinction of its most popular form of amusement, or at the least with the prospect of a famine in the movies. Now it is rumoured that, with characteristic enterprise, the Coronet management contemplates the erection of a new and up-to-date picture house which will have the City Hall looking like a seed potato in a florist's shop, and which will be a credit in every way to this beautiful city of ours. You should have heaps of support in your new venture, H.V. Go ahead. Another little picture show won't do us any harm.

AND NOW YOU KNOW.

The French definition of the word "gentleman" is: "A man who, without being noble by race, has lofty sentiments, elegant manners and does noble acts." Surely the "elegant manners" qualification is unnecessary. However, we must improve our powers of observation when wandering around the Colony.

THE DEATHLESS LEGIONS.

When you sit alone in the evening gloom in the deathly silence of the big back room, your fancy fleets to the dear dead chums. When, lo! You hear the ghostly drums Of the deathless legions marching by: You see them grinning you can hear them sigh. And the tap, tap, tap, Of the ghostly drums; You can see your chums In the deathless legions marching by.

As the dead men pass in the misty view, They rattle and creak as they nod to you. They touch your arm with their ghostly hands; But they march on with their deathless bands. Playing the marches you know so well. But they cannot stay for a quiet spell. For they seek, seek, seek In an endless creak The something for which they always sigh. Those deathless legions marching by.

NOTE ON JUPITER.

Modern life is progressive. There is no doubt about that. We introduce machinery these days for nearly every mortal thing. We ride, fly, do mathematics, send messages and amuse ourselves by machinery. The modern worker becomes more and more a machine himself as our systems are improved and perfected. It is true we do not eat by mechanical means, but if anything goes wrong with our gastronomic or other organs a machine is used to photograph our interiors, and all kinds of instruments are delicately handled in the subsequent operations. A few days ago a local writer, reviewing the Gynkhana, praised the totalisator as an obvious advantage over the old system of bookmaking. Granting that it is so and that it is conducive to a little more quiet and orderliness, can we honestly say it is as pleasant as the picture show in the enclosure? There is a fascination in the listening to the strident voices of the bookies with their grey bowler hats and loud check suits, the shouting of odds and the watching of masses of excited and clamouring people of every condition and class. That is life. And in life is interest. Some of our best writers have written finely on the human side of the racecourse, and one of the most brilliant pen pictures on the subject ever given to a devouring public was drawn by Dickens in "The Old Curiosity Shop." What is there that can be written about a totalisator? Can you weave a romance about it, or build into its cold correctness the life and passion of a surging crowd of hoarse-voiced bookies, touts, backers, or all the emotions natural to the old customs of the racecourse? Machinery is soulless, and with its increase, romance and emotion become warped, even as we too in time become equally as

REPULSE BAY HOTEL.

VISIT OF OLIVER ARTISTES.

Visitors to the Repulse Bay Hotel have, from time to time, had the pleasure of seeing and hearing some really first-class artistes and the management has come in for quite a deal of congratulation on its efforts to provide the hotel patrons with entertainment over and above that regularly supplied by its orchestra. Last evening we were given the very pleasant opportunity of being present at the dinner dance, at which Madame Belikovitch, of the Warsaw Opera House, and Mr. Paul Grey, a famous Russian baritone, were the specially engaged artistes.

As a classic dancer Madame Belikovitch is decidedly clever, infusing artistry and novelty into her work. Her ballet numbers were daintily descriptive and her powers of interpretation were particularly marked. She comes near to realising that poetry of motion which is the aim of classic dancers to attain.

Mr. Paul Grey, who was very enthusiastically endorsed, has a powerful and highly trained baritone voice of ample register. Both in his lighter songs and in his heavier work he was heard to very distinct advantage and, without being fallow, it can be said that Hongkong has seldom heard a better vocalist. In his concluding contribution, when Madame Belikovitch assisted in a very descriptive dance, his dramatic powers were fully brought out.

Opportunity to hear Mr. Paul Grey is being provided at the Repulse Bay Hotel on Saturday evening (when Madame Belikovitch will again appear) and also on Sunday afternoon when he will contribute to a semi-sacred concert.

artificial, when we model ourselves on our correct machinery.

ARE WE DOWNHEARTED?—YES.

And so the Government continues its silence on the housing question in spite of the frequent voicings of the press in support of the amelioration of this urgent state of affairs. Possibly the authorities are unconcerned as to the welfare of British subjects and are mainly concerned with the policy of the Foreign Office. In that case the time is coming when the majority of British people in the Colony will find living here an intolerable burden. Legislation, like everything else, if neglected and left without constant repair deteriorates and falls to pieces. And so it is, that unless the laws are constantly amended they become obsolete and useless. Then new measures are needed to replace them. The time is here now when new laws are wanted more urgently than ever they were, and something must be done on behalf of the greater part of the European population to remedy the congested residential quarters of the Colony. Not only should the Government stop the downward drift of Europeans to living in the midst of, and perform to mingle with, Asiatics, but a Fair Rents Bill should be introduced to protect householders and to prevent the present unhappy shortage of houses being taken advantage of by property owners to extort unfair rents.

One no longer wonders at the cause of the house difficulty and the imposition of rents when refugees with money pour in from Canton intent on purchasing property much above its proper value. Or when a broker makes \$11,000 commission on the sale of one property, which is a very nice morning's work, thank you. It is also said that another large property, consisting of some scores of small dwellings is shortly to pass into the hands of Chinese. If that is so then still more Europeans will be compelled to recommend the weary round of house-hunting, although it is well-nigh impossible to secure a home with the hope of a permanent stay in it. No sooner is the "unfortunate European" settled, than it is more than likely that the property is bought up and out he goes. It is a bitter thought, that British people in a British Colony are driven from pillar to post in this fashion for all the world like refugees instead of free-born citizens of the Empire. By the name of fairness give every British section of the public its due. But do not carry this desire to be just at the expense of our own people.

85 YEARS' SERVICE.

INSPECTOR FISHER'S RETIREMENT.

We desire to congratulate the many friends of Senior Inspector F. Fisher, of the Sanitary Department, in wishing him long life and happiness on his retirement from the Government service, which takes place to-morrow.

Inspector Fisher first joined the Colonial service in 1835 as Assistant Bailiff, of the Supreme Court, being appointed a Sanitary Inspector the following year. His service with the Sanitary Department has been continuous ever since, he having held the positions of First Class Inspector, Plague Inspector, and Senior Inspector, whilst he has also acted as Store Keeper.

Inspector Fisher, who is an old Volunteer and who served for many years with the local Volunteer Force, joined the Police Reserve during the war, holding the rank of Musketry Inspector. His services with the Police Reserve were recognised by his being included in the list of medalists.

MORPHINE.

A COURT DISCUSSION.

At the Police Court this morning Mr. Dyer Ball was not very clear as to whether the smuggling of morphine into the Colony was a very common offence.

The Police officers explained that it was becoming quite common. Every month there were four or five such cases.

Dusty law books were then consulted on the penalty that could be inflicted, and it was shown that "ten times the amount of the morphine is the fine, or imprisonment not exceeding twelve months." The maximum or not the maximum was then the question.

Evidence was adduced before a decision was reached. Inspector Moore said that the man was going down Fat On Street, and when he saw a Chinese constable he ran on towards the Praya, and threw the stuff that he was carrying in his hands into the sea. Fortunately, it dropped just on the seashore, and on being examined, it was found to be morphine—1,200 doses, to be definite, valued at \$2,000. The defendant pleaded guilty and said that it was given him to carry. He was asked to pay the maximum penalty of the fine or to go to prison for three months.

YUENSANG'S ACCIDENT.

COLLISION UNAVOIDABLE.

After several weeks of deliberation, the Board of Marine Accidents, at the Marine Bureau of Customs has submitted its report regarding the investigation into the damage sustained by the s.s. Yuensang, which was berthed alongside of the bulkhead at Pier 3, through the collision with the steamship Montrose which, while berthed alongside of Pier 5, was cast adrift during the typhoon on the night of August 31.

According to the report rendered, the final decision arrived at reads as follows:

"The Board of Marine Accidents concludes that in view of the suddenness and the abnormal character of the typhoon, which passed through the locality on August 31, 1920, all damages that were done through the action of the said typhoon by the s.s. Montrose to the s.s. Yuensang, or vice versa, or by both vessels to the Insular Government plan and bulkheads, were entirely unavoidable and the said Board therefore exonerates the s.s. Montrose, her master, officers and crew, and the s.s. Yuensang, her master, officers and crew, of any and all damages that both vessels may have caused each other or to the Insular Government piers and bulkheads, the Board being convinced that said damages were caused by force majeure." It was learned that on the night of the accident the captain of the Montrose was ill in St. Paul's hospital. His chief officer was not instructed as to harbour available and therefore did not have steam up. He was unaware of any regulation prohibiting vessels to be at anchor without steam, as it was his first time in the port.

To this the Board answered in their findings: "However, the Board is fully convinced that he had accomplished all that could reasonably be expected of him under the circumstances, and that he was not at fault. The Board is therefore satisfied that the collision was unavoidable and that the damages were caused by force majeure. The Board is therefore satisfied that the collision was unavoidable and that the damages were caused by force majeure. The Board is therefore satisfied that the collision was unavoidable and that the damages were caused by force majeure."

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PAKHOI NOTES.

BANDITS ON THE WARPATH

(From Our Own Correspondent.)
Pakhoi, October 6.

Since my last notes, on the 22nd September, on the situation in this territory, news has come daily from a town named Nam Hong, which is some 30 miles to the east of this place. Nam Hong is in the hands of outlaws and they have defeated the troops sent against them. They control a large stretch of territory and the place mentioned is the centre of their activities, whence they send out raiding parties in all directions. Their chief object is holding people for ransom. So far, the limit is fifty thousand dollars for a wealthy family which they carried off from the outskirts of Lim Chow city, and anything down to a live pig or a few chickens is accepted from the lower class people.

Arms are the first consideration and anyone who is known to possess them is tightly held, no cash being asked for. It is said that those who have contributed in kind are given a kind of a passport which entitles the holder to go about his business as usual. However, many of the people have fled, and it is estimated that ten thousand have already arrived in this town.

The people say these outlaws are not of the usual type; some of them wear foreign-style dress, and have gold-filled teeth.

On the 30th September over one hundred prisoners were set free in Pakhoi and sent away. Many of them are supposed to be connected with the above-mentioned robbers and the object of setting them free is the fear of Pakhoi being attacked to release them.

The people in Limchow city have been warned by these outlaws that the city will be attacked in a few days, and this has caused them to get a move on, and many of them are coming here for safety.

The telegraph wire between Canton and Limchow city has been cut.

Just after the foregoing had been written there was an outbreak of fire-crackers throughout the town; this was to indicate that Kwangtung province had gained the day by complete independence. This took place in the midst of large numbers of

SCIATICA AND RHEUMATISM.

AGONIES THAT CAN BE BANISHED.

Real agony that pierces your hip and that shoots down your leg—agony that grows worse when you are warm in bed and longing for sleep—that is Sciatica. Pains in your joints and muscles, perhaps accompanied by swelling, stiffness, redness, feverishness, thirst, loss of appetite and a general feeling of weakness and misery, these are the symptoms of Rheumatism.

Both Rheumatism and Sciatica are due to the same cause, a debilitated, poisoned state of the blood. This explains why Dr. Williams' pink pills have proved so successful as a remedy. They purify and enrich the blood, and they make new, rich red blood at every dose, thus revitalizing the nerves, invigorating the digestion and restoring health and strength to the whole body.

Anæmic people are easy victims to rheumatism, and on the other hand rheumatism rapidly thins the bloods, thus inducing anæmia. For anæmia and all the disorders arising therefrom Dr. Williams' pink pills for pale people have been the most famous remedy in the world for over thirty years. They are obtainable from dealers everywhere, and \$1.50 the bottle, \$3 for six bottles, from Dr. Williams' Medicine Co., 96 Southview Road, Shanghai. To-day is the best time to commence your own cure.

Chinese coming in from the interior, for safety here.

October 10.

Trench digging commenced last night to the east of the town. This morning the bluff is covered with armed Chinese and trench digging is going on at various points around the town. Some of the consulates and foreign residences are being stocked with valuables belonging to the Chinese, whilst others are being loaded into junks in the Harbour.

All this commotion is caused by information reaching here that the robbers mentioned are making for Pakhoi. A steamer leaves here to-day for Hongkong and these are the happenings up to the time of posting the notes at 1 p.m. What all this will come to, no one knows, but there is no protection at present in the port for foreigners.

MOTOR NOTES.

MORE USEFUL HINTS.

The El Paso (Texas) Chamber of Commerce has caused some striking signs to be erected on dangerous roads for the benefit of motorists. One has a skull and cross-bones on it, accompanied by the words: "Road up this Hill is not Foot-Proof." Another reads: "Private Cemetery at Bottom of Hill for Reckless Drivers."

The life of your tires depends on the care you take of them. Give as much attention to them as you do to your engine, and the result will be less tire trouble, more mileage and greater comfort.

The chief cause for tire deterioration is lack of proper protection from sun and grease and grit. Against the action of the sun, a coating of liquid rubber to which whitening has been added will be found effective. Stir five pounds of whitening in a gallon of gasoline and add a quart of rubber cement. Apply this both inside and outside the tire.

Once a month, the wheels should be tested to see if they are in alignment. Being out of alignment causes a wobbling motion of the wheels, with the result that the tires are worn down fast by the side to side movement.

Just as you change your own shoes regularly, instead of wearing one pair until it gives out, you should change your tires at regular intervals. The spare is not merely for emergency. With proper care there would be fewer emergency calls and, under such conditions, the spare should take the place of the overworked tire. It means longer life for all tires.

Cord tires with reinforced shoulders at the base, where the side comes in contact with the rim, is the latest design in tires. The top tread of these tires is almost straight across, giving a flat wearing surface and enabling the tire to wear down evenly across the tread.

New piston rings should be lapped in to fit the cylinder wall tightly and evenly. To do this first put the rings on the piston. Then move the assembly back and forth in the cylinder, using an abrasive mixture—emery powder and lubricating oil will do—to help seat the rings, until they bear evenly all around.

The keep the windshield clear in rainy weather, rub strong soap-suds from automobile soap over the glass and let the suds dry. This prevents formation of the drops that hinder clear vision in rain or mist.

Many cases of failure of wheel bearings have been found to be due to cleaning that part of the car with a strong pressure of water. Water, or corrosive substances in greases or oil etch the finely finished surfaces of balls and races on which the capacity and frictionless qualities of ball bearings are dependent.

There has just been placed on the market a speciality known as the Save-U-Petrol device, which consists simply of a thin metal plate having four curved vanes in its centre. It is fitted between the carburettor and the induction pipe, the projecting vanes pointing towards the engine. As the charge of gas and air is sucked through the vanes—at a speed said to approximate 150 miles an hour—they impart a rotary motion, and thus thoroughly mix the constituents before entering the combustion chamber. The advantages of thorough mixing will be obvious, and it is claimed, as the result of many tests, that a gain of 20 per cent. in mileage per gallon has shown as a minimum, with improvement in the general running of the engine and increased power on hills. The device is supplied in a number of sizes to fit every well-known make of carburettor.

FOOTBALL.

RUGBY MATCH.

The following team will represent the H. K. Club at Happy Valley on Friday evening at 5.15 p.m. against H. M. S. Ambrose: J. G. Gordon; G. A. V. Hall, J. W. Alabaster, A. M. D. Wallace and N. R. Dick; V. G. Smythe and G. E. Roberts; T. Lamplugh; N. Harper, J. S. McMan, C. J. Cooper, W. J. Hope, M. Andrews, J. Baxter and J. Halston. Colours—Blue and white.

DAIRY FARM NEWS.

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CRICKET.

I.R.C. v. STAFFS & DEPT.

In the above match the following will represent the I.R.C. on Saturday, the 16th inst. at 2.15 p.m. at Sookunpoo Valley:—A. H. Ramjahn (Capt.), S. H. Ismail, A. A. Ramjahn, S. D. Ismail, C. C. Eard, D. R. Weerapuli, K. Khan, S. A. Ismail, D. Ramjahn and A. N. Other.

INTERPORT TRIAL.

The following teams have been selected for a trial match to be played on the Hongkong Club Ground on Saturday, October 16th, commencing at 2.15 p.m.:—R. Hancock's Team—R. Hancock, T. E. Pearce, G. R. Sayer, J. P. Bragg, Capt. Spinks, Major Middlemass, R. W. F. J. de Rome, C. Baker, J. R. Farthing, Lt. Hammond, J. Baker, Lt. Bevan, W. D. Wilson and E. G. Kennett.

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OF WOOL
WITHOUT ITS
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Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 21
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. From London to the Atlantic is as convenient as from the Pacific. Atlantic sailings can be arranged by letter or cable for all passengers to Europe. Freight sailings from Montreal, St. Louis, London and other ports. Passage orders covering all such freight sailings will be issued here.

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Nile	F. W. Co.	Oct. 21
Dunora	P. & O.	Oct. 21
Barn	J. G. J. L.	Oct. 21
L. Farmingdale	R. M. Co.	Oct. 21
Dakar M.	N. Y. K.	Oct. 21
Tosa M.	N. Y. K.	Oct. 21
West Jessup	S. & D.	Oct. 21
Mishima M.	N. Y. K.	Oct. 21
Woonsocket	S. & D.	Oct. 21
Taper	B. & S.	Oct. 21
West Ira	R. D. Co.	Oct. 21
E. of Russia	C. P. O. S.	Oct. 21
Taiyuan	R. & S.	Oct. 21
Keemun	R. & S.	Oct. 21
Taipei	R. & S.	Oct. 21
Stentor	B. & S.	Oct. 21
Wakasa M.	N. Y. K.	Oct. 21
Kashgar	P. & O.	Oct. 21
Nikko M.	N. Y. K.	Oct. 21
Abercrombie	A. L.	Oct. 21
Tydon	B. L.	Oct. 21
Monteagle	C. P. O. S.	Oct. 21
Pelorus	B. & S.	Oct. 21
Tenyo M.	T. K. K.	Oct. 21
Edridge	A. L.	Oct. 21
Sado M.	N. Y. K.	Oct. 21
Eastern	P. & O.	Oct. 21
Eldon P.	S. T. Co.	Oct. 21
Nile	C. M. Co.	Oct. 21
W. Hargrave	A. L.	Oct. 21
Novara	P. & O.	Oct. 21
C. of Naples	B. L.	Oct. 21
Toyama M.	N. Y. K.	Oct. 21
Ixon	B. & S.	Oct. 21
Aki M.	N. Y. K.	Oct. 21
Munster C.	D. & Co.	Oct. 21
Kamakura	N. Y. K.	Oct. 21
Shinyo M.	T. K. K.	Oct. 21
Atreus	B. & S.	Oct. 21
Toyohashi M.	N. Y. K.	Oct. 21
Nellor	P. & O.	Oct. 21
Kanowna	P. & O.	Oct. 21
West Hika	L. A. Co.	Oct. 21
China	C. M. Co.	Oct. 21
Tokuyo M.	T. K. K.	Oct. 21
Shinichi M.	N. Y. K.	Oct. 21
Siberia M.	T. K. K.	Oct. 21

JAPAN, COAST PORTS, ETC.

E. Crown	S. & D.	Oct. 14
Sinkiang	B. & S.	Oct. 14
Yunnan	B. & S.	Oct. 14
Chipsing	J. M. Co.	Oct. 15
Haihong	D. L. Co.	Oct. 15
Loongsang	J. M. Co.	Oct. 15
Aki M.	N. Y. K.	Oct. 16
Yingchow	B. & S.	Oct. 16
Novara	P. & O.	Oct. 16
Hokuto M.	D. & Co.	Oct. 19
Haihong	D. L. Co.	Oct. 19
Kanchow	B. & S.	Oct. 19
Szechuen	B. & S.	Oct. 19
Tsitsing	J. C. J. L.	Oct. 19
Yatshing	J. M. Co.	Oct. 19
Tenshin M.	N. Y. K.	Oct. 20
Taming	B. & S.	Oct. 20
Takung	J. M. Co.	Oct. 20
Inaba M.	N. Y. K.	Oct. 21
Takada	P. & O.	Oct. 21
Sunning	B. & S.	Oct. 21
Tungshing	J. M. Co.	Oct. 21
Typhoda	J. C. J. L.	Oct. 22
Haihong	D. L. Co.	Oct. 22
Chenan	B. & S.	Oct. 23
Nellor	P. & O.	Oct. 24
Kotsu	N. Y. K.	Oct. 25
Tsiliwong	J. C. J. L.	Oct. 26
Jinsho	N. Y. K.	Oct. 27
Kamo M.	N. Y. K.	Oct. 29
Dihwara	P. & O.	Oct. 30



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ELDRIDGE" ... About Oct. 29th

"WHEATLAND" ... Nov. 17th

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

"ABERDEEN" ... About Oct. 30th

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE"

ABOUT NOVEMBER 7TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	32,000	Oct. 28th
SHINYO MARU	22,000	Nov. 23rd
PERSIA MARU	9,000	Dec. 2nd
KOREA MARU	20,000	Dec. 17th
SIBERIA MARU	20,000	Dec. 31st

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	Nov. 9th
TOKUYO MARU	5,500	Dec. 9th. Cargo only.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 31st. Nov. 5th. Dec. 4th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

Princo's Buildings, 100 House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO

Associated with GREEN STAR LINE,
COSMOPOLITAN SHIPPING Co., NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SEATTLE.

"WEST JESSUP" ... 17th October.

To NEW YORK & BALTIMORE.

"WOONSOCKET" ... 20th October.

To SAIGON & SINGAPORE.

"COLORADO SPRINGS" ... 23rd October.

To SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Ports.

HONGKONG OFFICE—1st Floor Powell's Building, 12, Des Voeux Rd., Tel. 5008.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at
Owners' option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

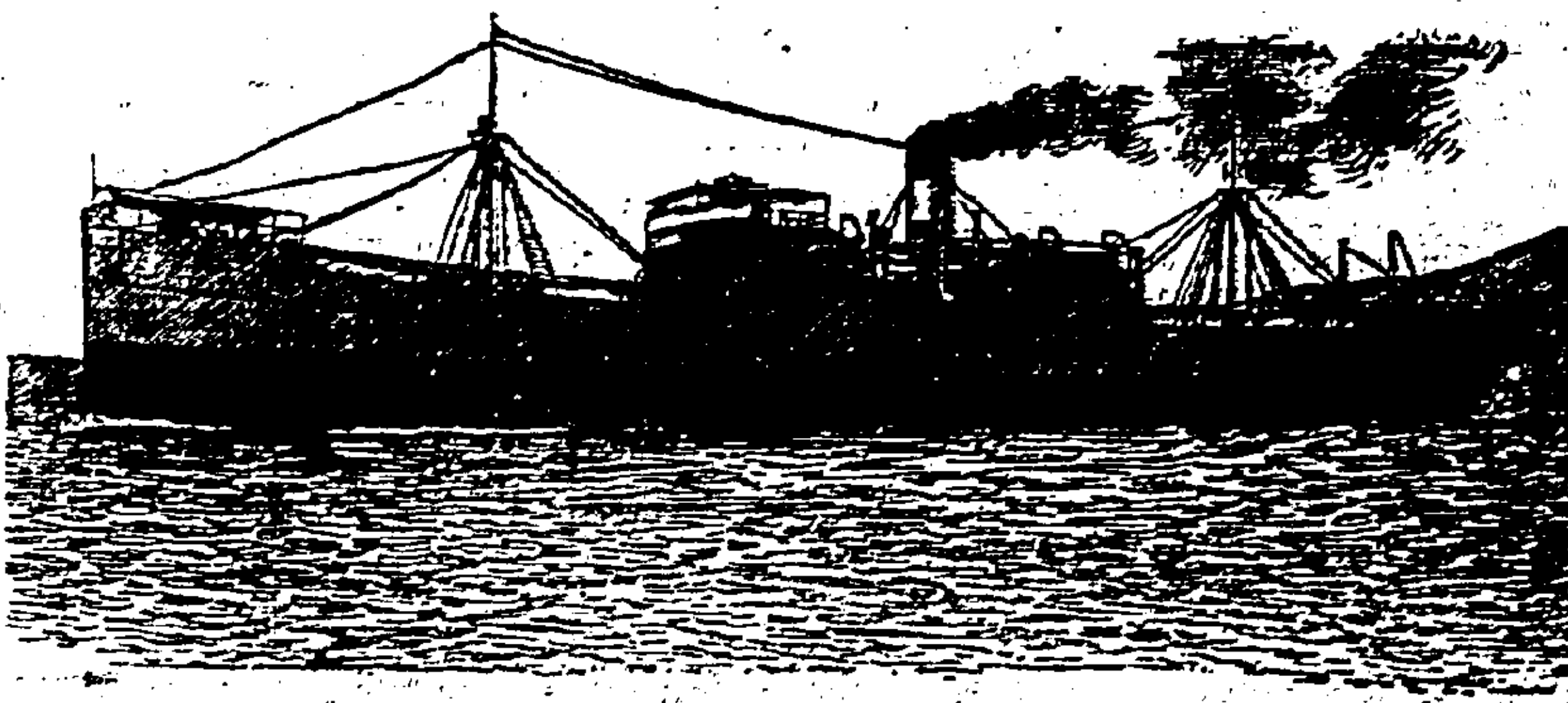
Agents

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	16 Oct. noon	S'pore, Colombo & B'way.
KASHGAR	8,900	22nd Oct.	M'les, London & Antwerp.
NOVARA	6,900	12th Nov.	M'les, London & Antwerp.
NELLORE	6,850	25th Nov.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR	4,600	15th Oct.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN KANOWNA	4,000	30th Oct.	Melbourne via S'pore, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
	7,000	30th Nov.	

SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,900	16th Oct.	Shanghai, Kobe & Y'ham.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24 lbs. X 1 1/2 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (Omitting Shanghai) Thurs. 14th Oct. at 11 a.m.

TOYAMA MARU Monday, 15th Nov. at 11 a.m.

TOYOHASHI MARU Friday, 26th Nov. at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU Monday, 18th Oct. at noon.

SADO MARU Friday, 29th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama 16th Oct.

MARSEILLE & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

KAMAKURA MARU Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Friday, 22nd Oct. at 11 a.m.

AKI MARU Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

TODA MARU Sailing from Singapore 17th October.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU Wednesday, 27th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU Sunday, 21st October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU Saturday, 16th October.

NABA MARU Thursday, 21st Oct. at 11 a.m.

TENSIN MARU Wednesday, 20th October.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave at or about	To
Tjilap	Java	in port	19th Oct.	S'gon, S'pore.
Tjibodas	Amoy	18th Oct.	22nd Oct.	Java.
Tjilwong	Java	20th Oct.	25th Oct.	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING:

Steamer	From	Expected at or about	Will leave at or about	To
Tjilwong	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yok. Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owner's option.

S.S. "MUNCASTER CASTLE"

Sailing about 20th November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th November.

Passengers Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular service between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAISEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS

SAILING (SUBJECT TO ALTERATION)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
TAIYUAN	16th October	21st October

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VISTA	Oct. 18	S.S. VISTA	Oct. 21
S.S. WEST HIKA	Nov. 30	S.S. WEST HIKA	Dec. 2

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection With the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

K. W. SHANGHAI

MANILA, SINGAPORE

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
NEWCHWANG & T'ien		
via Weihaiwei & Chefoo	Chipsing	Fri. 15th Oct. at 2 p.m.
MANILA	Loongang	Fri. 15th Oct. at 3 p.m.
STRAITS & Calcutta	Yaching	Tues. 19th Oct. at 3 p.m.
HAIPHONG via Hoihow	Takase	Wed. 20th Oct. at 8 a.m.
SHANGHAI	Tungshing	Thur. 21st Oct. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila 'by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, 19th October, at 3 p.m. for S'PORE, PENANG & CUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	17th Oct. at d'light.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
AMOI, S'hai & PUKOW	Szechuen	19th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	20th Oct. at noon.
SHANGHAI	Sunning	21st Oct. at noon.
NEWCHWANG	Kwangse	21st Oct. at noon.
SHANGHAI & TSINGTAO	Chenau	23rd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong Oct. 14, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	FRI. 15th Oct. at 1 p.m.
Hailoong	J. S. Thomson	TUES. 19th Oct. at 1 p.m.
Haiching	A. H. Stewart	FRI. 22nd Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	24th Nov.
"TYDEUS"	via Panama	3rd Dec.
"CITY OF AGRA"	via Suez	20th Dec.
"ROMEO"	via Suez	

= Calls at Boston.

Steamers proceed via Suez Canal (Panama Canal at owner's option).

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

REISS & CO.

CANTON.

SHIPPING.**VESSELS ARRIVED.**

The s.s. KANGKANG, a boat belonging to the Java-China-Japan Line, arrived at 10 o'clock this morning from Hamburg via Manila with 300 tons of general merchandise for the Colony and 1,000 tons for elsewhere—Mooring Kowloon Wharf.

From Bangkok the KANCHOW arrived this morning with 1,500 tons of rice for the Colony.—Mooring C 43.

CLEARANCES AND DEPARTURES.

The N.Y.K.'s TAJIMA M., left at 11 o'clock this morning for Seattle via Manila with 250 tons of general cargo.

The Blue Funnel liner STENTOR departed at noon today for London with 1,200 tons.

The Standard Oil Company's SHABONEE left this morning for San Francisco.

The Blue Funnel liner TIFAN leaves at 6 p.m. today for Liverpool with 1,000 tons.

The SINKIANG departed at noon today for Shanghai with 600 tons.

The U.S.B.'s LAKE FAR-RAH, operated by the Robert Dollar Company, leaves at 6 p.m. today for Batavia via Saigon, with 300 tons.

PASSENGERS DEPARTED.

For S.S. STENTOR—Mr. Bilbe, Mr. N. Bowry, Mr. G. P. Brown, Mr. T. Cosh, Mr. C. W. Donaldson, Mr. & Mrs. Klupinger, Mr. McMeekin, C. P. O. W. Standford, Mr. Mrs. & Miss Wiener, Mr. Ting Hsin Chan.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The Robert Dollar Company's U.S.S.B. WEST IRA, (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Singapore on the 5th October and is expected here on the 23rd October.

The Ellerman Line s.s. CITY OF NAPLES, from Hamburg & London sailed from Singapore on the 9th inst. and is due to arrive here on the 15th instant.

The N.Y.K. s.s. AWA MARU, (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct. and is expected here on the 17th Nov.

The P. & O. s.s. NOVARA, left Singapore for this Port on the 9th inst., with the outward English Mails, and is due here on the 15th inst. at about 6 p.m.

The N. Y. K. s.s. AKI MARU (Australian Line) left Manila for this port on the 12th Oct. and is expected here on the 14th Oct.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line) left Singapore for this port on the 10th Oct. and is expected here on the 16th October.

The P. & O. s.s. DUNERA left Shanghai for this Port on the 12th instant at about 8.30 a.m. and is due here on the 15th inst. at about 6 a.m.

The T. K. K. s.s. KOREA M. arrived at Yokohama October 8th, being due at this port Oct. 21st.

The s.s. NELEUS (Blue Funnel Line) left Singapore on 11th inst. for Hongkong and is due here on 16th October.



CAMERA NEWS



A STRIKING SNAPSHOT

Above Mr. Lloyd George is seen joining in the singing of the Battle Hymn of the Republic during the recent unveiling of the statue of Abraham Lincoln in London.



CELEBRATING WOMAN'S RIGHT TO VOTE

Miss Alice Paul, Chairman of the National Woman's Party, unfurling banner at Washington headquarters as soon as the news of the Tennessee suffrage vote was received. The banner has thirty-six stars indicating the number of States that had ratified the national amendment pertaining to Women Suffrage.



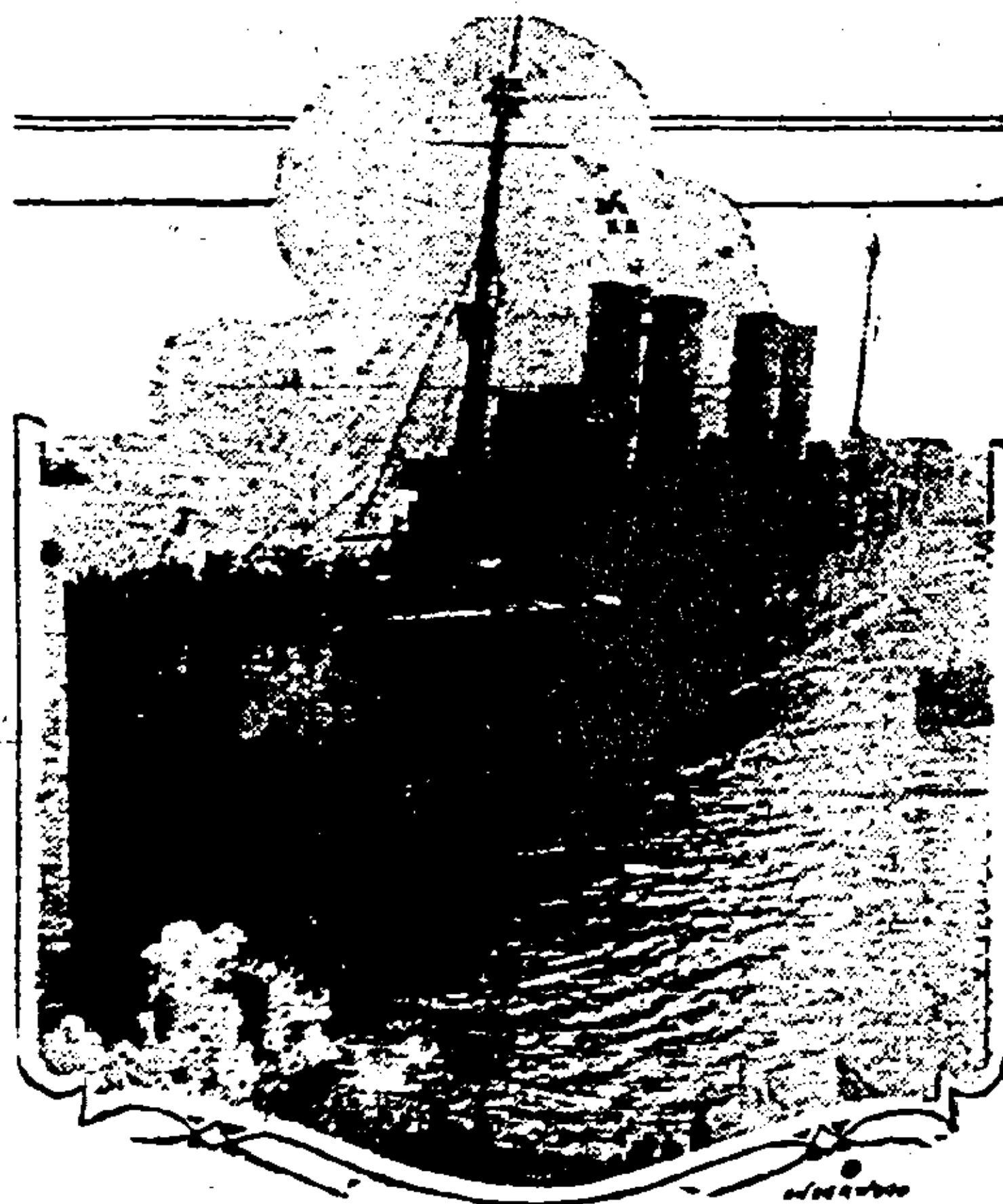
TO SHOOT THE FALLS?

"Bobby" Leach and the steel barrel in which he went over Niagara Falls in 1911. He says he may use this barrel in another trip over the falls if sufficient money is offered him.



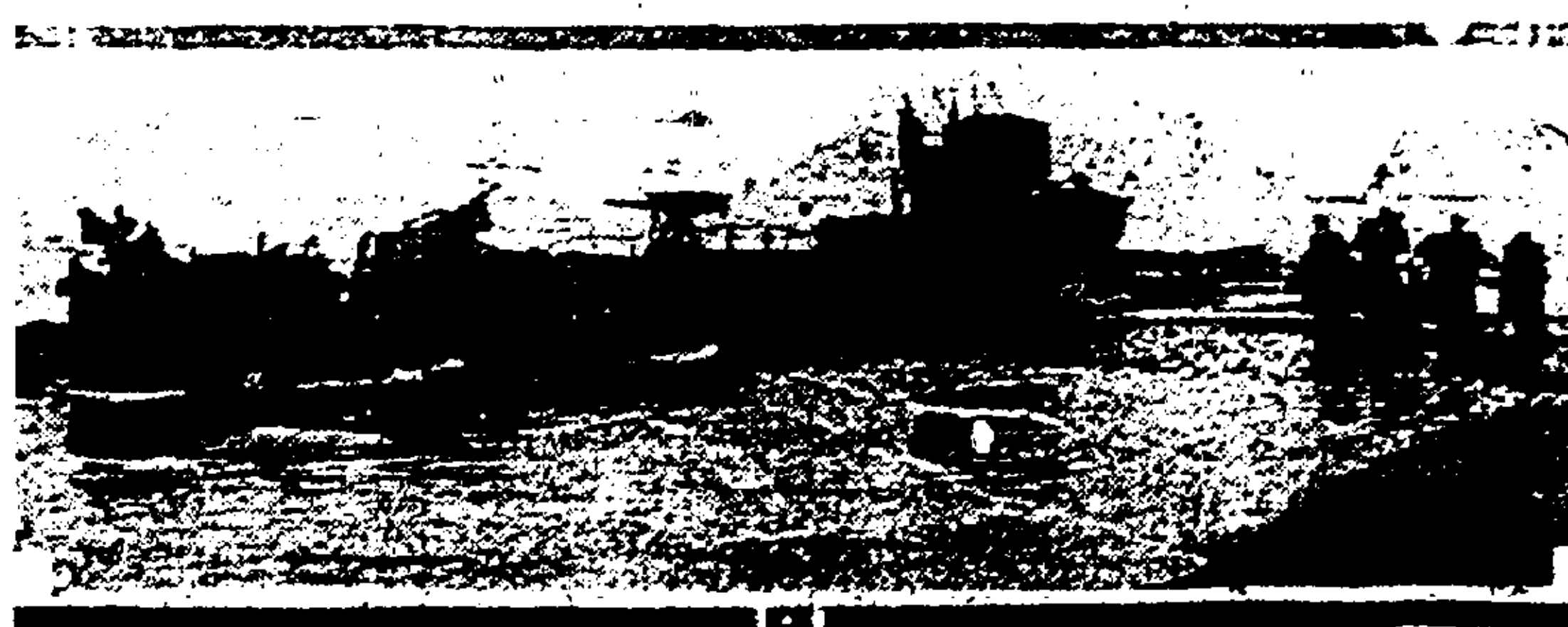
WHERE U. S. PRESIDENT MAY RESIDE

House Mansion, where President Wilson may reside when he relinquishes office.



FORMER GERMAN LINER

The former German liner Von Steuben, now owned by America, which is to make a world trade trip.



SUNK THE "LUSITANIA"

Here is the U-20, which sank the Lusitania, washed ashore on the Danish coast during a recent storm.



ROYAL CYCLIST

The King of Sweden is here seen mounting his bicycle. He is an ardent cyclist.

DOINGS OF THE DUFFS.

He Could Tell Just How Much He Had.

BY ALLMAN.



NOTICES.

The "GARRICK"

TOBACCO

IS MANUFACTURED TO A STANDARD THAT ENSURES
PLEASURE WITH EVERY PIPE.



FRAGRANT

COOL



SOLD BY ALL TOBACCONISTS.

The Manufacture is based on British American Tobacco Co. China Ltd.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITHELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

THE CARLTON HOTEL.

THE ONLY AMERICAN HOTEL IN THE COLONY.
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Centre
District. 43 Bedrooms. Excellent Cuisine. Specially Clean. Modern in
Terms Monthly and Family Rates on application to the Proprietress.
Hotel Launch Meets all Steamers.
Telephone 312. MRS. F. E. CAMERON.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.
Tel. Address: "GRAND HOTEL"
Peking.
THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dancing, daily.
Beautiful new steel and concrete fire proof building with
six floors, 3 lifts; 200 rooms, each with private bath and city
telephone; and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a
specialty. Wines of the best districts of France.
Large playground for children in the park of the hotel,
which is the healthiest location in the city.

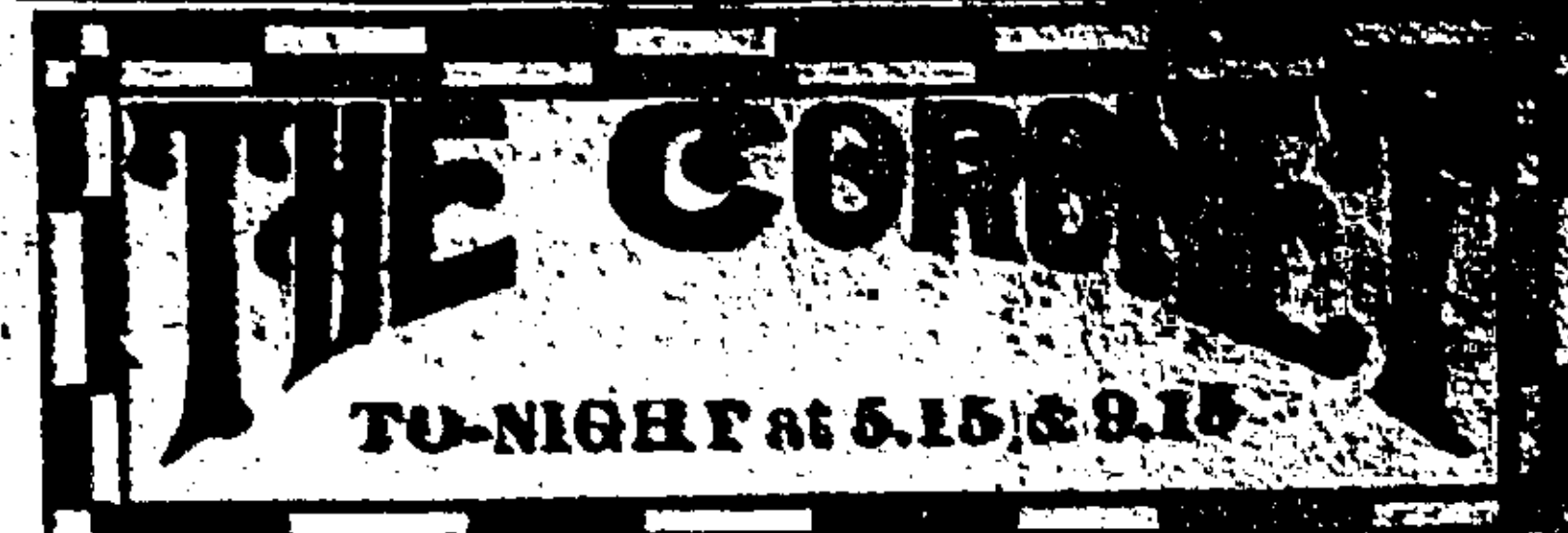
THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,
Manager.

SOLE AGENT,
MUTSUI BUSSAN KAISHA, LTD.,
HONGKONG.

ENTERTAINMENTS.



"THE FAITH OF THE STRONG"

(6 parts)

"ANY OLD PORT?"

BRITISH GAZETTE.

At 7.15 p.m.

"BOUND & GAGGED."

Episodes 3 & 4

HONGKONG THEATRE

TO-NIGHT at 5.15 & 9.15 p.m.

WALT WHITMAN

"THE TAR HEEL WARRIOR"

The story of a Southern Colonel who yielded
to dishonor for the first time in his life.

at 7.15 p.m.

"THE SECRET OF THE SUBMARINE"

Episodes 4, 5 and 6

NOTICES

MITSUBISHI SHOT
KAISHA, LTD.

(MITSUBISHI) TRADING CO. LTD.

COAL, GENERAL IMPORTS AND

EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF

TAKASHIMA, OCHI, MUTSU, KINSHU, KINSHU,

TOSHIKAWA, KANAGAWA, KANAGAWA, KANAGAWA,

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TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Bank.
H.K. & S. Banks b. 530
East Asia b. 117

Marine Insurance.

Canton n. 37
North China n. 153
Union b. 187
Yangtze n. 23
Far Eastern n. 145

Fire Insurance.

China Fire n. 123
H. K. Fire n. 318

Shipping.

Douglas n. 70
H.K. Steamboat n. 254
Indos (Prof.) b. 184
Indos (Def.) L.R. b. 184
Shells n. 145
Ferries b. 25

Refineries.

Sugar n. 219
Malayan n. 55

Vining.

Kailan n. 1204
Langkat n. 154
Shanghai Loans b. 154
Shai Explorations n. 154
Ranch n. 154
Tronoh n. 154
Ural Caspian n. 154

Docks, Wharves, Godowns, &c.

H.K. Wharves n. 87
K. Docks n. 1427
Shai Docks n. 125
N. Engineering n. 27

Lands, Hotels & Buildings.

Centrals n. 118
H.K. Hotels n. 151
H.K. Lands n. 119
H. Pherry Est. n. 8
K. Loan Lands n. 40
L. Reclamation n. 140
West Point n. 52

Cotton Mills.

Ewoe n. 50
Kung Yik n. 45
Lan Kung Mow n. 188
Orientals n. 220
Shai Cottons n. 27
Yangtze n. 27

Miscellaneous.

Cement n. 945
China Borax n. 540
Do. Light old n. 74
China Providents b. 790
Dairy Farms n. 21
Electric H.K. n. 184
Electrics Macao n. 30
Hongkong Ropes n. 23
H.K. Tramways n. 245
Peak Trams, old b. 74
Do. new b. 70
Steam Laundry n. 45
Steel Foundries n. 10
Water-works n. 15
Watsons n. 740
Wm. Powell n. 14
Wiseman n. 11

TIDE TABLE.

11th to 17th October, 1920.

Day	Time	High Water	Low Water
Mon. 11	5.15	6.15	2.15
Tues. 12	5.34	6.34	2.34
Wed. 13	5.53	6.53	2.53
Thur. 14	6.12	7.12	3.12
Fri. 15	6.31	7.31	3.31
Sat. 16	6.50	7.50	3.50
Sun. 17	7.09	8.09	4.09

in morning, a afternoon

Printed and Published for the Proprietor by Albert Martin, at
10, House Street, in the City of Victoria, Hongkong.

POST OFFICE.

Telegraphic Communication
with Gap Rock is interrupted.

Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless otherwise
stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS

Shanghai-Per SZECHUEN, 15th
Oct.
Shanghai-Per DUNERA, 15th
Oct.
Straits-Per NOVARA, 15th Oct.
Straits and Calcutta-Per
HAKODATE M., 15th Oct.
Manila & Australia-Per TAI-
YUAN, 15th Oct.
Japan and Shanghai-Per MIS-
HIMA M., 17th Oct.
Straits and Bombay-Per TEN-
SHIN M., 19th Oct.

OUTWARD MAILS.

TO-MORROW.
Shanghai & N. China-Per
KANGKAN, 2 p.m.
Samsal and Wuchow-Per KO
CHOW, 4 p.m.
Fort Bayard, Hoihow & Hai-
phong-Per HANOI, 5 p.m.
Swatow, Amoy & Foochow-Per
HAIHONG, noon.
Saigon-Per PHEUMPENH, 4
p.m.
Straits, Bangkok, Calcutta &
Aden-Per GREGORY
APCAR, noon.
Philippine Islands-Per LOONG
SANG, 2 p.m.
Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhan-
ushkodi, Bombay and Aden.
-Per BURMAH M., Reg.
2.45 p.m. Letters 3.30 p.m.
Philippine Is., *Shanghai, N.
China, Japan via Nagasaki
*Canada, *United States, *C.
& S. America & *EUROPE
via VICTORIA-Per MANILA
MARU, Reg. and Letters
5 p.m.
*Correspondence bearing vessel's
name only.

EXCHANGE.

Opening Rate closing Rate
on Page 11.

SELLING.

T/T Demand 4/14
30 d/s 4/13
60 d/s 4/12
4 m/s 4/11
T/T Shanghai Nom.
T/T Singapore 173
T/T Japan 137
T/T India Nom.
Demand, India Nom.
T/T San Francisco 70 1/2
T/T Batavia 222
T/T Marks Nom.
T/T France 10.50
Demand, Paris

BUYING.

4 m/s L/C 4/24
4 m/s D/P 4/23 1/2
6 m/s L/C 4/3
30 d/s Sydney and
Melbourne 4/3 1/4
30 d/s San Francis-
co & New York 72
4 m/s Marks Nom.
4 m/s D/P 11.20
6 m/s France 11.40
Demand, Germany
Demand, New York 72 1/2
T/T Bombay Nom.
Demand, Bombay
T/T Calcutta Nom.
Demand, Calcutta
On Yokohama 137
Demand, Manila 151 Nom.
Demand, Singapore 173
On Haiphong Nom.
On Saigon
On Bangkok 52 1/2
Sovereign 4.90 Nom.
Gold leaf per Tael 37
Bar Silver, ready 55 1/4
forward 55 3/4
Bank of England rates 7 1/2
New York/London 3.49

SUBSIDIARY COINS.

H'Kang 50 cts. pieces \$1/10 dis.
10 " " \$1/10 dis.
5 " " \$1/10 dis.
Canton sub-coins \$120/10 dis.

WEATHER REPORT

Oct. 14d. 11h. 29m. No returns
from Japan and Weihaiwei. Pres-
sure has decreased slightly at
Vladivostok and over the
Visayas; it has increased slightly
elsewhere, a weak anticyclone
having developed over N. China.
The typhoon has probably re-
curved to the N.E., but a fresh
centre is indicated to the east of
S. Luzon; its direction of motion
is at present unknown.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.00 inch. Total since January
1st, 98.52 inches, against an
average of 78.99 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District Forecast.
1 Hongkong to Gap
Rock moderate to fresh
breeze.
2 Formosa Channel N. winds,
strong.
3 South coast of
China between
H.K. & Lamocks. The same
as No. 1.
4 South coast of
China between
H.K. & Hainan. The same
as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Oct. 14.

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer 29.81	29.82	29.81
Temperature 82	72	80
Humidity 50	54	59
Wind Direction NNW.	NE.	E.
Wind Force 2	2	2
Weather c.	b.	c.
Rain 0.90	0.00	0.00
Highest open air	Temperature on the	13th 82
Lowest open air	Temperature on the	14th 71
H.K. Observatory, Oct. 14, 1920.		
C. W. JEFFRIES, Director.		